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RACE MEETING EXCURSION TO MACAO.

SUNDAY, 9TH SEPTEMBER, 1934.

S.S. "TAISHAN"

will leave Hong Kong (Hongkong Wharf) at 9.30 a.m. and Macao at 6.10 p.m.

SPECIAL SALOON FARES.

WEEK DAYS.—Single: \$3.00; Return: \$5.00.

EXCURSIONS.—Single: \$1.50; Return: \$4.00.

Note.—All Steamboat Company's Steamers are fitted with Wireless.

NOTE.—REGISTRATION OF PERSONS ORDINANCE, 1934.

Passengers holding return excursion tickets by the S.S. "TAISHAN" to and from Macao on Sunday, 9th September, will not be required to report their departure and arrival to Police Headquarters, exemption having been obtained by the Company.

LONDON NOTES By The Air Mail

London, Aug. 18. Half the clubs in Pall Mall and St. James's at the moment are in the hands of the decorators.

The Athenaeum and the Army and Navy are the guests of the United Service Club. The Oxford and Cambridge is offering hospitality to the Travellers, and the United University.

Arthur's is at Brooks's, and Boodle's at the Windham, which is also taking in the members of the Marlborough Club.

In many cases the dispossessed are offered a choice of migration. Thus members of the Conservative Club can use the Carlton or the Union, or they can console themselves with the Eastern comforts of the Oriental Club in Hanover-square.

The Oriental Club also entertains the Reform, the members of which used to be good Liberals. In addition, the Garrick and the Union Club are offering them a temporary home.

Next month all this hospitality will be duly exchanged.

There is one club, however, which is a shilling example. The R.A.C. at the moment throwing open its club house to some of the clubs I have mentioned, requires none in exchange. It can anyhow afford to be generous for, unlike its fellows, it never closes.

M. POIRET, PAINTER.

When I saw M. Paul Poiret in London less than three months ago he was a sadly shrunken figure. But I am as astonished as the Parisians themselves to learn that he is now drawing the French drole of 10 francs a day.

M. Poiret lost a fortune in the Oustric crash. His business in the Champs-Elysees went. Then he took to painting.

He explained to me that he preferred this medium of self-expression, as dress-designers no longer had the necessary freedom for artistic creation.

Evidently his desire to be known for the future only as a painter has not enabled him to sell his pictures. Many of these had for their subject the flat which he still retained from more prosperous days.

ENDEAVOUR JUNIOR

Mr. and Mrs. Sopwith received a charming compliment at Newport yesterday morning. This was when the syndicate controlling the Rainbow presented them with a six-foot model of the Endeavour.

The tiny craft, which is an exact replica of the challenger, even to the lettering on the mainsail, was made secretly at the Herreshoff yards and christened Endeavour Junior.

Mr. Sherman Hoyt, the well-known amateur yachtsman, sailed

her alongside the English challenger and made the formal presentation.

WELSH EPISCOPAL ELECTION

On Wednesday next the Electoral College of the Welsh Church will meet to choose a successor to Dr. Edwards in the See of St. Asaph.

Though the elections are singularly free from preliminary wire-pullings, there is a confident expectation among many Welsh Churchmen that the lot will fall on Canon Benjamin Davies.

For the last three years he has been vicar of the important parish of Wrexham, in the St. Asaph diocese.

Canon Davies fulfils one essential requisite for a Welsh bishop nowadays as he is bilingual. He is a native of Dowlais.

Except for his undergraduate days at Oxford, where he took a First in Mathematical Mods and a First in the Final Honours School of Mathematics, he has spent his whole life in Wales.

He is 54 and unmarried.

UNIFORM UNIFORMS

A motorist of my acquaintance, who is almost a connoisseur in the variations of police uniforms, laments, with Margate, the Home Office recommendations for a national standard.

While not agreeing that the standard is ugly, as "sin," I shall be sorry if the distinctive helmets of the City of London and of Guildford, for instance, and indeed, the smart white helmets of Margate are to disappear.

And what will happen to the informal but comfortable point-man of Rochester, whom I have twice seen directing traffic in his shirt sleeves?

RADIOLYMPIA BREAKS RECORDS

Radiolympia on its opening day already started breaking records. More people paid for admission during the first hour than in any previous exhibition.

The General Electric Company stated that during the first hour they booked business worth £300,000, including one of the largest orders ever placed by South America in this country.

The H.M.V. Company announced that they had booked £20,000 worth of business, including an order from a Liverpool house for 24 of the 310 guinea radiograms, one of which is to be supplied to an Indian rajah.

At the Phillips stand it was stated that more business was done during the first hour than ever before in the history of the show.

Other prominent manufacturers said the same. In some cases orders were double or treble those of last year.

DIARY OF LOCAL EVENTS

To-day

TUESDAY, SEPTEMBER 4

Cinemas

King's.—"Strictly Dynamite"
Queen's.—"The Wandering Jew"
Central.—"Chinese Picture"
Oriental.—"Wild Cargo"
World.—"Chinese Picture"
Alhambra.—"Heads We Go"
Majestic.—"Madame Spy"
Star.—"Footlight Parade"

Meetings

The Chup Yick Steamship Co., Ltd., 25 Connaught Road Central, first floor, 5 p.m.

St. Andrew's Church Meeting of the newly elected Social Committee, 9 p.m.

Miscellaneous

Presentation of Prizes to successful Competitors at M. C. L. Gala, Repulse Bay, by Lady Peel, 6 p.m.

Rotary Club Timin, Hong Kong, Hotel Roof Garden.

Speaker: Rotarian L. C. F. Bellamy, on "London Passenger Transport—An Experiment in Socialism."

Moon.—VII Moon, 28th Day.

Principal Meetings

Inward Air and steamer Mail from Europe by Takada and Shunchoh, from Europe via Siberia, by Trollus.

Sports

Aquatics.—M. C. L. Gala (Repulse Bay).
Hockey.—St. Andrew's v. Royal Signals (Marina Ground), 5.15 p.m.
Sunrise.—6.06 a.m. Sunset.—4.38 p.m.

Tides.—High at 5.55 and 21.38; Low at 13.19 and 23.38.

WEDNESDAY, SEPTEMBER 5.

Creditors, Kam Hing Knitting Co., Ltd., 638-652 Nathan Road, Mongkok, 3 p.m.

General Committee of St. Andrew's Club, 9 p.m.

Kowloon Union Church Women's Guild, 10 a.m.

Miscellaneous

Whist Drive, Seamen's Institute, 9 p.m.

Kowloon Union Church resumes Choir Practice, 8.30 p.m.

Principal Meetings

Inward from Europe via Suez by Rawalpindi; Air Mail from Europe by Takada.

Outward for Australia by Sydney Maru, 5 p.m.

Sports

Aquatics.—Inter-Y.M.C.A. Swimming Gala, Chinese Y.M.C.A., Bridges Street, 7.30 p.m.; Chinese Athletic Association Gala at North Point, 8 p.m.

Lawn Bowls.—Singles Championship: A. Chapman v. D. Rumlahn (Kowloon B.C.C. green), 5.15 p.m.
Sunrise.—6.06 a.m. Sunset.—4.37 p.m.

Tides.—High at 6.42 and 21.28; Low at 13.54.

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Traffic Control And The Pedestrian

When Mr. Oliver Stanley, then Minister of Transport, introduced the Road Traffic Bill in the House of Commons last April, he announced that he proposed, under powers he already possessed, to issue regulations establishing 20 pedestrian crossing places in London. The idea was admittedly experimental, and was intended to enable local authorities to judge whether they should apply for similar powers in their areas. Though the time that has elapsed since its introduction is short, it is probably sufficient to enable some judgment to be passed on the scheme. That judgment must, we fear, be not altogether favourable. To begin with, the regulations under which the crossing places are worked are neither very clear, nor have they been sufficiently widely disseminated. It is not sufficient in a matter of this kind to rely on the goodwill of the Press and the B.B.C. Officials. Notices available to everybody are necessary and there would not appear to be any difficulty in affixing them to lamp posts alongside the crossings. If the notice is drawn up with skill it need not be lengthy.

A number of the more cautious motorists at first presumed that a pedestrian crossing a street between the white lines would have the right of way. On the other hand, the more cautious pedestrian, having in mind the inconsiderate motorist, preferred not to take any risk. It is not going too far to say that from the point of view of the pedestrian

whether he regards safety or ease in crossing the road as the criterion, the system has not yet produced what was hoped from it. If he attempts to cross an unpainted portion of the road he still takes his life in his hands; and no attempt has been made to penalise him for doing so, while the situation of the careful pedestrian when he uses one of the traffic lanes, remains much as before, especially when these are of the controlled variety. It was laid down that vehicles turning into a main street from a side street at an intersection where a lane has been established were to give way to the pedestrian, but this safeguard is very frequently ignored. In fact, the relative position of the motorists and pedestrians in the London streets differs little from that which existed before the scheme was inaugurated.

In some ways, indeed, it is worse; for the pedestrian may be imbued with a false sense of security so long as he is within the white lines, and the motorist's attention is subjected to another disturbing factor, which renders more difficult the already arduous task of driving in the crowded streets of London. The matter may possibly improve as both sections of the public become more familiar with the new arrangements and the lines have already done something to bunch the crossing pedestrians. Very definitely, however, more widespread and clearer instructions about non-controlled crossings are necessary.

LONDON POLICE CAR PRODUCTION IN AUTOGYRO SOARS

Test Of New Traffic Control Plan

(Special Air-Mail Service).

London, Aug. 18. A blue and silver autogyro flew over London yesterday to test the value of aerial observation in traffic control by Scotland Yard.

The observer was Mr. H. A. Tripp, the Assistant Commissioner in charge of London's traffic problems. By special permission of the Air Ministry he was allowed to fly lower over the Metropolis than the minimum (4,000-ft.) enforced by regulations, and at times was not more than 800 feet above the busy streets. This gave Londoners an opportunity of seeing the comparatively unusual machine at no great height above their heads.

I understand that the heads of other departments at Scotland Yard will make flights in the near future to test the value of observation from the air in other branches of police work.

Marked Car Watched

The head of the C.I.D. will probably conduct experiments on the lines of those made by the Chief Constable of Leicester a few months ago, when a marked car tried to make its escape from the town by dodging down side streets and doubling back on its tracks, but was kept in constant view by the watcher in the sky. A similar experiment will be particularly interesting in London, where the larger area will give greater advantage to an escaping car.

If it proves successful the Flying Squad may have an air arm. Aeroplanes constantly in touch with headquarters by a two-way wireless system would send messages which would be picked up by the patrolling motor squads.

FOR CROWDS AND RIOTS

It is also likely that an auto-gyro would be particularly useful in dealing with mass demonstrations. When disorderly scenes are expected the police use look-out posts on the top of tall buildings. The top of the Marble Arch and a room in Canada House overlooking Trafalgar-square have been used several times. But such observation has been confined to a limited space. From the air crowd movements over a wide area could be kept constantly in view.

Mr. Tripp's pilot, Capt. R. A. C. Bries, of the R.A.F., found yesterday that the most convenient altitude for observation was about 1,600-ft. If the plane descended lower the view was screened by high buildings, and the streets passed out of sight too quickly.

It is proposed when air observation is used to control traffic that the observer in the auto-gyro will transmit to Scotland Yard mes-

U.S.A. Leads On Exports

A study of the world production and exports of motor vehicles, compiled by A. W. Childs, chief of the Department of Commerce, U.S.A., reveals last year's tremendous activity in the motor industry all over the world. Comparisons between 1932 and 1933, as published in "Automobile Topics," show a marked increase in production for 1933 in every country. The world production of passenger cars, trucks and buses during 1933 totalled 2,715,575 units, compared with 1,976,963 units in 1932. Passenger cars accounted for 2,187,710 units in 1933.

No other country can compare with the United States for production totals, for in 1933 she produced 1,959,945 units, compared with 1,370,678 units in 1932. The nearest to this enormous figure is the United Kingdom with 244,434 units in 1932. For the rest, France increased to 191,929 from 170,855 units; Germany to 105,832 from 50,417; Canada to 65,924 from 60,816; Soviet Russia to 49,743 from 26,849; and Italy to 42,000 from 29,100. Consideration must, however, be given, when comparing these production figures, to the total areas and road facilities of the various countries.

When it comes to exports the figures are not so divergent, but the U.S.A. is still well in the lead—the total foreign sales of N.A.S. motor vehicles in 1933 being 107,031 units, compared with 85,492 units in 1932. Next in order was the United Kingdom, whose foreign shipments totalled 51,662 units as against 40,178 units in 1932; France rose to 25,466 from 19,206; Canada to 20,403 from 12,534; Germany to 13,350 from 11,025; and Italy to 7,389 from 6,511.

Mr. Childs gives as major reasons for the improved position "increased purchasing power of people coupled with the existence of a huge reserve of replacement demand."

sages showing the state of traffic in congested areas. Headquarters will then issue instructions to men on traffic duty in the streets.

"When one is in the air one gets brain waves, but naturally ideas have to be carefully formulated before we can announce our plans."

Traffic Problems

"Traffic problems cannot be solved locally. Only the other day there was a big hold-up at Westminster. We traced the cause as far away as Kennington."

MOTOR SUPPLEMENT

THE AUTOCAR ROAD TESTS

D.K.W. Four-seater Cabriolet

There is interest at once in a car with an engine smaller than that of any other car on the British market, and that interest is further increased when the engine in question is a vertical two-cylinder two-stroke, and the car itself has independent springing of all wheels and front wheel drive. Such is the D.K.W. machine of the economical type, which is being developed to a considerable extent in Germany, and one manufactured by a firm belonging to the group of companies comprising the Auto-Union.

There is a tendency at first to regard the car largely from the view point of technical interest in view of its unorthodox design, and there is much about the layout which is worth studying; but on the road there speedily grows a respect for the performance which the engine gives for its size, and carrying a four-seater closed body which is by no means flimsily built.

The effect of the two-stroke principle is that the torque of a four-cylinder engine is given and speeds of 20 m.p.h. upwards probably no one could tell that the D.K.W. had not a four-cylinder unit, or even then that it was a two-stroke, though with the engine ticking over, and on the overrun when the throttle is released at the lower speeds, four-stroking is evident, and the running becomes uneven in the way which is common with this type of power unit.

Two Stroke Engine

One has to remember the purpose for which the car is made, namely, that it shall carry several people at almost the very lowest possible cost, where four wheels are concerned; that it shall be capable of dealing with varied types of roads, and that it shall be simple, wherein a two-stroke engine is particularly good, for there are no valves to require attention.

Actually, the car possesses a much better performance than might reasonably be expected of what is a utility vehicle. The engine gains power surprisingly quickly from the lower speeds, and accelerates well up to about 45 m.p.h.

Moreover, it is smooth, not over-noisy unless pushed to its limit, and it pulls the car well up the ordinary kind of slope without the speed falling off to anything like the degree that might be expected.

Not only is it a car that can meander comfortably and easily by virtue of its size along byways, but also it can be driven to put up a quite useful performance on a run of some length, going up willingly, if required, to above 50 m.p.h., and having a maximum appreciably above that which the average user of such a car is likely to need.

During the test some distance was covered with four people on board, and not only had they adequate room, finding the spring comfortable, too, but the weight seemed to make little practical difference to the performance.

As to control, it is almost impossible to tell in ordinary driving that front wheel drive is employed; the steering is fairly

"From the air one sees things which it would be impossible to detect from the ground, and I think there may be great strides in solving traffic questions by the use of autogyros."

The sort of thing a policeman sees from the air which strikes him at once is, for example, an excellent roadway which is empty. At the end of it is a nasty bottle-neck, and motorists are not using it because they know about the bottle-neck. Its removal is obviously suggested, although from the ground one might never learn that it was the reason for a long stretch of roadway being neglected.

"I shall certainly go up again, but it would be premature to say to what extent we intend to use flying machines for traffic control."

direct but not over-heavy at any time, and it is accurate directionally. The gear change, with the lever projecting through the instrument board, is, of course, unorthodox compared with an ordinary car, the gear box being ahead of the engine in view of the front wheel drive.

Top Gear Ratio

Once one becomes accustomed to the movement of the lever for the various gear positions, the control works well—in fact, it is really as convenient as an ordinary lever. But not over-much gear changing is called for except to increase the performance, because of the low 8.1 to 1 top gear ratio. On second gear about 35 m.p.h. is possible, and on first gear about 18; the speedometer gave a reading between 5 and 7 m.p.h. fast.

It should also be mentioned that the car tried was not really run in, and its performance would probably be altogether freer when a few hundred miles more had been covered.

The brakes gave very reasonable power for the speed of the car, and an improvement was found to be made by utilising the accessibly placed hand-operated adjustment. There is a tree wheel, in connection with which the impression is gained that gear changing was not as much simplified by its use as one is accustomed to find with a free wheel.

As to the suspension, which consists of double transverse half-elliptic springs, one above the other, at front and rear, there being no ordinary axles, it is difficult to say that the car is appreciably more comfortable on the ordinary kind of road than a normally sprung small car, though certainly the riding is good; but on a really inferior surface with pot-holes and corrugations the springing allows a speed to be maintained which would certainly not be comfortable or possible with ordinary springing.

A Cabriolet

There is a feeling about the car of its being somehow larger than its actual dimensions would suggest. This is in part, is probably accounted for by the firm steering which is not in the least spongy, and the general stability of the car. There is a peculiar but not actually troublesome point about the steering wheel, which is set at a slight angle, because the steering box is almost in the centre of the car, the frame itself being unusually narrow.

The body, termed a cabriolet, is a type which is popular in Germany, and certainly it has some practical features about it. The head can be rolled back and then secured, leaving the two rear-quarter windows in position, but giving practically the effect of an open car.

A particularly durable-looking kind of upholstery, almost of tweed type, is employed; the rear cushion, in particular, is generously sprung, and the interior finish, though plain, is practical.

Oil is not put in the engine in the ordinary manner, but, due to the possibilities of the two-stroke system, is added to the fuel; the bearings and pistons relying, therefore, on the lubricant taken into the crank case with the mixture.

The engine is very accessible, and the details give the impression of being done in a thorough, methodical manner. It is noteworthy that a car of this type has a one-shot chassis lubrication system.

Preparedness

Johnny was very hard on trousers. One day, while shopping with a friend his mother bought cloth for a pair of trousers for Johnny, but ordered a good bit more than seemed necessary.

"Why do you get so much?" asked the friend who was with her. "Oh," was the reply, "this is for reserved seats."

AN AUSTRALIAN CAR

For a number of years experiments have been carried out in Australia with a car called the Southern Cross, which has a number of specially interesting points in design. Now, according to the Australian paper "The Referee," the car has completed its tests, is in production, and is being offered for sale. The chief point in the chassis is that the power unit consists of an engine with four horizontal cylinders, two on each side of the crank case, the power developed being stated to be 60 h.p. at 3,200 revolution a minute.

The engine is carried in the normal position at the front of the frame, and drives through what amounts to a torque converter, which, incidentally, has been the subject of many years of experiment, the control being simplified, it is claimed, to a point where all the driver has to do is to open and shut the throttle, apply the brakes, and steer, the gear ratio being automatically reduced or increased according to the work with which the car is faced. Clutch, in the usually accepted sense of the word, there is none.

Sloping Lines

The finished car is for sale at £298 with a four-seater saloon body, the general outline showing a certain American tendency, though there is no effort to streamline the car in the fashion now popular in America. The radiator, which has shutters, is carried at a considerable angle, and the front pillars of the saloon, together with the windscreen, slope backwards into the roof, which tapers away into a sloping tail at the rear.

Good For Distance

"You've put too much postage on this package, madam." "Gracious me! I only hope it won't go too far."

The pedal operates the pair of shoes in each of the rear wheel drums, and each of the two brake rods, which are attached to the lever on the end of the camshaft, is connected at its forward end to a short lever on the end of a cross-shaft carried in suitable bearings on the frame. Another lever on the cross-shaft is connected to the brake pedal, and when the pedal is depressed the cross-shaft is partly rotated, so that both rear brakes are actuated at once.

In modern four wheel brake sets there is a drum on each of the front wheels also, and the operating gear is very similar, except that as the front wheels move from side to side, in order to steer the car, provision must be made in the camshaft to allow for this. Some form of universal joint is, therefore, fitted in the camshaft, and the brake rods run back to levers on the end of the cross-shaft set opposite to the levers which operate the rear brakes. Therefore, when the brake pedal is depressed and the cross-shaft partly rotated, all four brakes are applied at once.

On a car with four wheel brakes the hand lever may apply the transmission brake, or it may bring into operation another pair of shoes in each rear wheel drum. In some cases only one pair of shoes is used in each rear wheel drum, and the hand lever applies these, but does not affect the front wheel brakes, while the pedal applies all four sets of shoes.

Hydraulic System

Naturally, in the detail arrangements of braking systems there is considerable variation, and in the manner in which the force exerted by the driver's foot is transmitted to the brake shoes there are many differences. For example, the hydraulic system may be used, and in this case the brake pedal is replaced with what may be described as a pump cylinder filled with oil.

As the brakes are applied the friction between the drum and the shoes gradually causes the lining of the latter to wear away,

and accordingly some method of adjustment is necessary to counteract this wear. This is usually effected by incorporating a screw and nut in one or more of the brake rods, so that the rod, or rods, may be made shorter in length when necessary, the effect of this being partly to rotate the operating cams so as to bring the brake shoes more nearly in contact with the drum before the brake pedal is depressed. Such an adjustment may be fitted at the end of each of the four brake rods running from the cross-shaft levers to the camshaft, or one master adjustment may be inserted in the rod connecting the brake pedal to the cross-shaft.

Servo Mechanism

The introduction of four wheel brakes has in its turn led to the use in some cases of a servo mechanism, this being given to a device which applies the brakes mechanically when the driver depresses the brake pedal. The servo brake may be of a mechanical nature, and may resemble a small clutch mounted at some convenient point on the transmission, say, behind the gear box. When the brake pedal is depressed it not only begins to apply the brakes, but brings one clutch plate which is stationary into contact with another clutch plate which is revolving, and the rotating plate tries to drag the stationary plate round with it. The stationary plate is connected by suitable levers to the brake operating gear, so that it helps to apply the brakes.

Another form of servo mechanism consists of a cylinder is a piston which is connected to the brake operating gear. When the brake pedal is depressed, it applies the brakes and also operates a valve which puts the brake cylinder into communication with the induction pipe, so that the engine "sucks" the piston into the cylinder, and the movement of the piston applies the brakes mechanically, the force developed by the piston being added to that exerted by the driver's foot.

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TO.....ADDRESSED AS FOLLOWS:

LADIES FIRST

Make Your Car Your Bathing Tent

Sixpence a time for a bathing tent soon mounts up—especially when you bathe twice a day throughout a long holiday. Often there are no tents available. However, it is easy to turn your car into a tent. You can do this with whatever type of car you have, providing it has a four-seater saloon body so that you can change your clothes in the back.

You can prepare the car for your bathing holiday for very little money. Besides, it will then always be ready for another year. There are two things to be aimed at—privacy and keeping the inside of the car perfectly dry.

Many saloon cars have blinds attached to all the windows. But yours may have been sold to you without. You can have very cheap holland blinds fitted that will serve the purpose. If you do not like them in the ordinary way, you can always take them down until next year. That settles the privacy problem. Some people have a very unimaginative way of using their car as a bathing tent. Their plan is to bring down a large bundle of extra towels to cover up the seats and floor of the car. This is very irritating to the passengers, who have far less room in consequence. They have to travel uncomfortably, with the extra towels and the lunch basket pressing against their legs. There is more annoyance when the towels are being spread over the seats. However, careful you arrange them they are sure to slip. Somebody is blamed for ruining the car cushions with a wet bathing dress. Then there is the journey home beside the sopping bundle of bathing towels.

The most practical idea is to buy some of that new oiled silk, and make proper covers for the cushions and seat. You can get it in printed or in plain colours. A plain colour to tone with the colour of your car would look the nicest. This oiled silk is so soft that it is more like ordinary material. So you need not picture yourself sitting on something hard and crinkly. Also, you can use a needle and cotton for the seams. And it does not smell "rubbery" in the hot weather.

Leave the Covers On
These covers can be left on for the whole of the bathing season, because they do not spoil the look of the car. You will never have any elaborate preparations to make each time you reach the shore.

Useful addition. If you can find time to make them, are waterproof linings for the pockets on the car doors. Then you can tuck the wet bathing things out of the way on the journey back.

"The floor of the car must have protection, too. For a few shillings you can get a padded rubber mat, large enough to cover the floor space. These are also useful for when you are only wearing a bathing suit, and want to sit down on a shingly beach!

If you want to be rather grand about your floor covering, you can get what is really an elaborate new bath mat. It looks and feels as if it has a soft plush surface, but it is double-sided and really waterproof. When you are not bathing it will look like an opulent carpet on the bottom of the car. But this is more expensive, and runs you into pounds instead of shillings.

Nearly everything you can take to the seashore this year folds up into next to nothing. There are rubber boats with inflated rubber sides, that you have to blow up with a special little pump. If you are staying in a primitive cottage without a bathroom you can use your rubber boat as a bath.

Beach Handbags
Something that always seems to slip down beside the wet bathing things and get ruined is a handbag. You can now get waterproof handbags, made in attractive rubberised silks. They look as if they are made of real silk, and are fitted inside exactly like a leather handbag.

A surf-board is a lovely thing to have, but hopelessly cumbersome to take about. Few people want to take six feet of solid wood on the car with them. The new rubber surf-boards take up scarcely any room. They have a nice flat surface when inflated, and weigh very little. You can carry one under the arm with perfect ease.

BARON JANSSEN IN SHANGHAI

"Glad To Be In China"

Shanghai, Aug. 28.
Glad to be in China, where he was sent by the King of the Belgians as Special Ambassador, Baron Emmanuel Janssen stepped from the gangplank of the ss. Aramis yesterday morning and was warmly greeted on the dock by prominent Shanghai Belgians and Chinese officials.

Baron Janssen, who will officially inform the President of the Chinese Republic of the death of King Albert and the accession to the throne of his son, Leopold III, is accompanied by Baroness Janssen, M. Andre Janssen, their son, M. Robert Jadot, Mme. Jadot, M. Raymond Herremans, and Lieut. Mondron. All are members of the special Belgian Mission.

The visitors spent yesterday informally in seeing Shanghai and last night attended a dinner given in their honour by M. Delvaux de Fenffe, acting Belgian Consul General, at the Cercle Sportif Francals. This afternoon they will go to Peking by train and later will visit Tientsin. They are to be received by the President of the Chinese Republic at Nanking on the morning of September 8 and will spend two days at the capital, attending various official functions planned in their honour.

Will Visit Cities

The trip north from Shanghai will be made by way of Hsuehufu and visits will be made to Kaifeng, Chengchow, Loying and Lüthmen, on the Lunghai Railway. Peking will be reached by way of the Kihnan Railway.

The official journey will start on September 1 at Peking, where the Special Ambassador will be received by the Belgian Minister to China and Baroness Guillaume.

Upon his return to Shanghai, on September 10, the Ambassador will be entertained with his party by Gen. Wu Te-chen, Mayor of the Municipality of Shanghai.

Baron and Baroness Janssen will leave China for Europe on September 11 on board the ss. Conte Rosso.

Baron Janssen is an outstanding personality in the Belgian business world. He is President of the Société Belge de Banques, the Union Chimique Belge, the Fédération des Producteurs d'Azote, the Union des Fabriques Belges, the Textiles Artificiels, the Compagnie Internationale pour la Fabrication Mécanique de Verre, (the Libbey Owens procedure), the Compagnie pour le Commerce d'Outremer. In addition, Baron Janssen is Vice-President or Administrator of twenty-six other Belgian or foreign firms. He is also former Director of the Solvay Co.

Father Built Railway

M. Robert Jadot is a son of M. Jean Jadot, former Governor of the Société Générale de Belgique, who 25 years ago constructed the railway line from Peking to Hankow. M. Robert Jadot was in Shanghai as a baby.

M. Herremans formerly was acting Consul General for Belgium.

300 PER CENT. TARIFF INCREASES

Philippine Islands To Give U.S. Preferential Treatment

Recent dispatches from the Philippine Islands have indicated the growing danger of prohibitive import duties being enforced on Japanese articles. According to information just received, the extent of the tariff increase is likely to be as heavy as 300 per cent. Cotton and rayon tissues and building materials are included.

The correspondent adds that since the real intention of the present tariff increase is to give preference to American products so as to get U.S. import quotas for the Philippine products included in the Independence Bill alleviated, there is ample possibility of its materialising in the near future.

Japanese cotton cloth exports to the Philippine Islands in the first half of the year totalled ¥5,870,000 against for the corresponding period of last year. Rayon goods also jumped from ¥228,000 to ¥1,017,000. Japanese traders have been pinning hope to the Philippines as one of their promising markets, and are so viewing the situation with concern.

ANTI-BRITISH MOVES

Agitation In Burma

(Special Air Mail Service)

London, August 18.
A series of scenes in the Burma Legislative Council in Rangoon this week culminated yesterday in Burmese being ordered out for disorderly conduct. Europeans feel that the scenes indicate a demand for Burmanisation at all costs.

On Wednesday a majority of the Burmese members voted for the removal of the president, Sir Oscar de Glinville, on the grounds that he could not speak Burmese or follow the speeches of the Burman members who spoke in their native language, and that he was partial.

The Governor, Sir Hugh L. Stephenson, holding that the reasons given were inadequate, refused to sanction Sir Oscar's removal.

Forty-Eight Also Walk Out

On Thursday a majority of the Burmese members walked out of the Chamber.

Yesterday four Burmese were ordered out for disorderly conduct and insisting in the view that Sir Oscar should cease to be president. Forty-eight members showed their sympathy with the demonstrators by also withdrawing.

Europeans feel that as Sir Oscar speaks Burmese reasonably fluently the underlying reason for the opposition to his continuing in his post is that he is a European.

at Hankow and was attached to the Belgian Legation in Shanghai for a short time, about two years ago.

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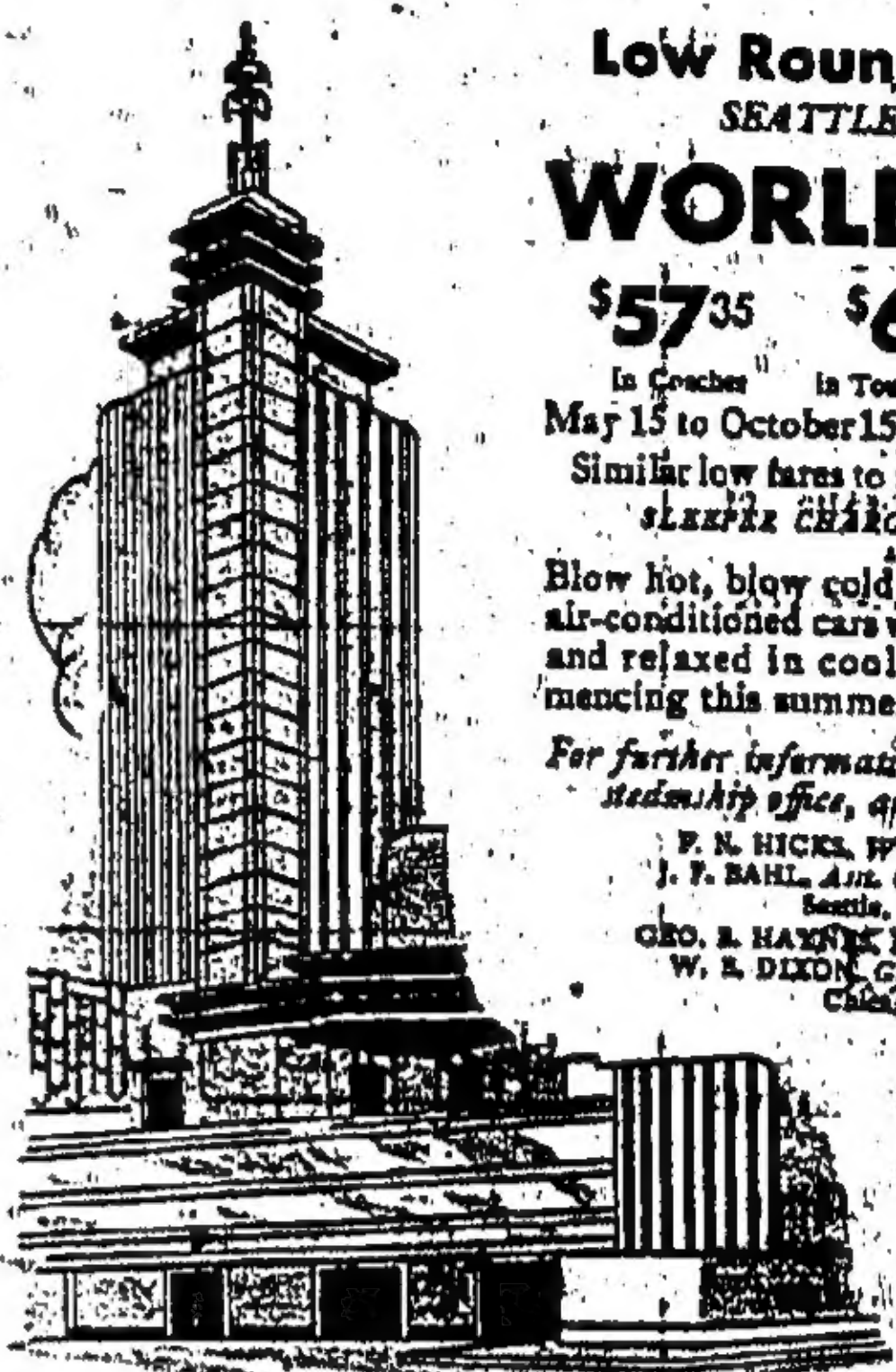
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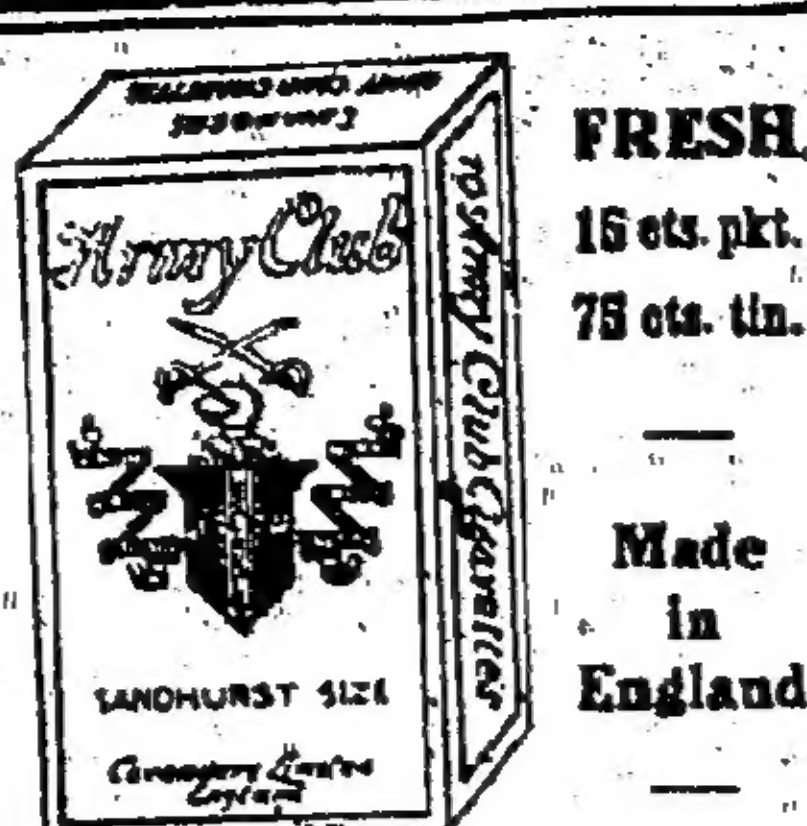
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TO-DAY'S RADIO
PROGRAMME

Broadcast by Z.B.W.
on 355 Metres

1-2.10 p.m. (Approx.) European
Programme.

1 p.m. Local Time and Weather
Report.

1.03 p.m. Recorded Music.

1.30 p.m. Reuter Press Bulletins.

Rugby Press News, etc.,

1.40 p.m. (Approx.) A Relay of the
Rotary Club Timin Speech from
the Hong Kong Hotel Root
Garden—Rotarian L.C.F. Bel-
lamy (Member of Institute of
Transport) on "London Passen-
ger Transport—An Experiment
in Socialism."

2.10 p.m. (Approx.) Close Down.

A Talk By Mr. G. C. Felham
Tonight.

4-7 p.m. Chinese Programme.

7-10.30 p.m. European Programme.

7 p.m. Closing Local Stock Quota-
tions, London & New York
Stock & Commodity Quotations

7.08-7.33 p.m. Band Music.

7.38-7.53 p.m. Band Music.

8 p.m. Local Time & Weather
Report.

7.33-8.30 p.m. Variety.

Instrumental—Hawaiian Smiles—
Waltz.

Instrumental—In the Heart of
Hawaii—Hawaiian Guitars.

Violin Solo—Looking for you

Violin Solo—An Old Violin—Albert
Sandler with Olive Groves
(Soprano)

Piano Duet—Who do you think
you are?—Mr. Whittington.

Piano Duet—What a pleasant Sur-
prise—Mr. Whittington Carroll
Gibbons and John W. Green.

Vocal—Young and Healthy ("42nd
Street")

Vocal—Take me away from the
River—The Four Musketeers.

Quartet—The Love Dance.

Quartet—The Mosquitoes' Parade

International Novelty Quartet.

Organ Solo—The Clouds will soon
roll by

Organ Solo—It was so Beautiful—
Quentin M. Maclean.

Vocal—Mr. Whittington—Selection
Jack Buchanan and Elsie Ran-
dolph with Carroll Gibbons
and John W. Green.

Piano Solos—Words and Music—
Medley—Rale da Costa.

8.30-9 p.m. Orchestral.

Till Eulenspiegels Lustige Streiche,
Op. 28. (Till's Merry Pranks)
(Richard Strauss)...The B.B.C.
Symphony Orchestra.

'Crown of India' Suite, Op. 68.
(Elgar) The London Symphony
Orchestra.

1. Introduction and Dance
of Nautch Girls.

2. Minuet.

3. Warriors' Dance.

4. March of the Mogul Em-
perors.

From the Studio

9-9.20 p.m.—

"Topical Talks on the United
Kingdom" by Mr. G. C.
Felham (H.M. Trade Com-
missioner).

9.20 p.m.—9.30 p.m. "Good Com-
pany"—Medley (arr. Willough-
by) and played by the J. H.
Squire Celeste Octet.

9.30 p.m. Reuter Press Bulletins.

London 1 p.m. Stock & Com-
modity Quotations.

9.35-10 p.m. Concert Items.

Violin Solo—Waltz in A Flat Major
(Brahms)

Violin Solo—Danza Espanola (de
Fallas, arr. Kreisler)...Isolde
Menges.

Song—Lo, Hear the Gentle Lark
(Bishop)

Song—Solweig's Song ("Peer Gynt")
(Greig)...Mavis Bennett (So-
prano).

Pianoforte Solo—Mazurka in E
Minor (F. Moll), Op. 41 No. 2.
(Chopin).....

Pianoforte Solo—Traumereien
(Dream Visions)...Vladimir
Horowitz. (Op. 12 No. 7)
(Schumann).

Song—A Dream of Paradise (Gray)
Walter Glynn (Tenor).

10-10.30 p.m. Dance Music.

Fox-Trot—She Loves me not.

Fox-Trot—Give me Liberty, or
give me Love.

Fox-Trot—Melody in Spring.

Fox-Trot—Little Dutch Mill

Fox-Trot—Because it's Love.

Tango—Beside my Caravan.

Waltz—One Love.

Fox-Trot—Let's Fall in Love.

Waltz—You Have Taken my
Heart.

GIRL FLYER'S
GREAT FEAT

Breaks World Record
Twice In 24 Hours

(Special Air Mail Service)

London, Aug. 18.

Helene Boucher has just accom-
plished the remarkable feat of
breaking the world's aeroplane
speed record for women twice
within less than twenty-four
hours.

She made her first record of
428.233 kilometres per hour, but
feeling sure that her 320 horse-
power machine could do better,
she took it up again and was offi-
cially clocked at the remarkable
speed of 444.261 kilometres per
hour, or slightly better than 277
miles per hour.

Mlle. Boucher's records were
made at Istres on a controlled
course three kilometres long fly-
ing twice in each direction. The
two laps taken with the wind were
made at speeds slightly exceeding
465 kilometres per hour.

This attractive young flyer, who
only received her licence in 1931,
is now the possessor of no less than
seven world records for women—
six of them speed records and the
seventh an altitude record.

BRILLIANT CHESS WIN

And A "Swindle" Draw

Wheatcroft, the Herts champion,
scored a brilliant win over Winter
in the ninth round of the British
Chess Championship at Chester.
He sacrificed a pawn for an
attack and then gave up a Bishop
to win 137 on the move.

Damant, the Middlesex cham-
pion, drew by perpetual check
against Rupert Cross, the blind
player.

Golombek had an overwhelming
advantage against Alexander, who
at one point said he was willing to
sell his chances for a "China
orange." But Golombek played
the ending very carefully and
allowed Alexander to get a real
"swindle" draw.

The leading scores are: Thomas
64 (one adjourned), Michell 6 (one
adjourned), Cross 64, Golombek 6,
Winter 5, Fairhurst 4 (one ad-
journed), Alexander 4.

In the women's championship
Mrs. Stevenson beat Miss Hooke,
Mrs. Mackintosh beat Miss Abraham,
and Mrs. Budge drew with Miss
Andrews.

The leaders are Mrs. Michell 64
(one adjourned), Miss Gilchrist 6
(one adjourned), Miss Andrews 6,
Mrs. Budge 54.

10.30 p.m. Reuter Press Bulletins.
Rugby Mid-day Press News.
Further London Stock & Com-
modity Quotations, followed by
New York Opening Quotations.

10.40 p.m. Close Down.

RADIO MANILA

5 p.m. Studio Musical Varieties

5.30 p.m. Dollar s.s. Pres. Collidge
Orchestra

6.10 p.m. Spanish Informational
Period

6.30 p.m. English Informational
Period

7 p.m. Associated Oil Co. Pro-
gramme—Alexander, the Mys-
tic

7.20 p.m. Health Messenger under
the auspices of the Bureau of
Health

7.30 p.m. Mickey Mouse Gun Club
Sponsored by A. M. Neves—
Ding Yalong, The Mystery
Singer, Miguel Velarde, Jr., The
Harmony Trio and Marcelo
Francisco

7.45 p.m. D.M.H.M. Programme

8.30 p.m. Radio Crusaders con-
ducted by Bennie Nolasco.

8.55 p.m. Stock Quotations

9 p.m. Opera Hour

10.30 p.m. Sign Off

BERLIN PROGRAMME

9 p.m. Dja Announcement (Ger-
man, English)

German Folk Song
Programme—Forecast (German,
English)

9.15 p.m. Flora and Fauna in the
Musical World. Erich Schnei-
dewind's Orchestra

9.45 p.m. News Bulletin (English)

10 p.m. Selections from "Der Waf-
fenschmied," by Albert Lortz-
ing

11.15 p.m. News Bulletin (German)

11.30 p.m. Chamber Music

12.15 a.m. News Bulletin (English)

12.30 a.m. Dja close down (Ger-
man, English)

DAVENTRY PROGRAMME

7 p.m. Time Signal from Big Ben.

The Whitty Municipal Orches-
tra, directed by Frank Gomez.

8 p.m. Time Signal from Green-
wich. Organ recital.

8.45-9.30 p.m. The Midland Studio
Orchestra, and vocalist, from
a Birmingham studio.

THE RESCUE OF
BYRD

Success at Third
Attempt

(Special Air Mail Service)

London, Aug. 18.

"Tractor party has reached ad-
vance base, and while Byrd is
thin and weak, he is in good
spirits and safe." This message,
received in Washington from
"Little America," the Byrd ex-
pedition's main base in the Bay of
Whales, announced that Dr. Poul-
ter had at last succeeded in
reaching Admiral Byrd in the ob-
servation hut 123 miles to the
south, where he has been spend-
ing the Antarctic winter alone.

Dr. Poulter, with Amory Waite,
wireless operator and E. J. Demas,
driver, began his journey on
Wednesday. The arduous and
dangerous trek over the Ross Sea
ice barrier was accomplished by
Friday, but not without hardship
and fears for ultimate success.

Admiral Byrd took up his lonely
vigil on March 28, with the ob-
ject of making a continuous series
of meteorological records as near
the Pole as possible. On July 20
he sent a wireless message asking
the expedition to fetch him home,
saying that he had a "bad arm."

The first tractor expedition which
sought to relieve him was defeated
by winter darkness, blizzards, and
a temperature falling at times to
71deg. below zero. A second had
to turn back owing to mechanical
difficulties. Those waiting an-
xiously at the main base for news
of the third expedition learned of
its success from Waite, who sent
the wireless message:—"Heard
you calling me on Byrd's receiver.
Can't hear you on this receiver.
Will return to shack and try again
in a minute or so." Then Dr.
Poulter tapped out: "Admiral
Byrd is quite weak, but he will
be all right in a moment." The
Admiral's less certain sending
then broke the silence: "Tell my
friends not to worry. I'm all
right. You fellows have done a
splendid job."

Admiral Byrd's Greeting

The tractor party saw 10 miles
away the beacon burning above
Admiral Byrd's tiny home. The
explorer was standing on the roof
when they reached it. He said:
"Hello, fellows, come down and
get warm. I have some soup for
you." His hair was long, he wore
beard of several days' growth,
and looked weary, but he was the
calmest member of the little
group. Dr. Poulter reports no
sign of scurvy, but apparently in
June fumes from his kerosene
stove made Admiral Byrd ill and
he was unable to cook food. He
has recorded a temperature of
80 deg. below zero, which is said
to be the lowest ever registered in
the Antarctic.

In darkness and bitter cold the
tractor party fought their way for
66 hours to his assistance. Fur-
gloves and face masks failed to
protect the three men as they
gropped along windy ridges beset
with crevasses. The flags mark-
ing the original trail were often
buried under snow and, the course
had to be checked with the aid of
candles placed on snow beacons.

On Friday afternoon they were 81
miles south of "Little America."
Later in the day they failed to
answer a prearranged call and at
"Little America" another tractor
party got ready to rescue the rescue
party. The call was unanswered
because Admiral Byrd's beacon-
light had been sighted and the
party were hurrying forward to
complete their perilous task.

case caused her, and a rest now
in the country will do her good.
She is very glad it is all over.
Prince Yousouff off her husband,
is recuperating in the country
after an operation.

LAMMERTS AUCTIONS

PUBLIC AUCTION

THE Undersigned have received
Instructions from the Holder
of Bill of Sale No. 4 of 1933.

To Sell By

PUBLIC AUCTION

ON

WEDNESDAY,
SEPT. 5, 1934

Commencing at 11 A.M.

At the PREMISES of THE WING
FAT LOONG FIRM or No. 183
PORTLAND STREET, GROUND-
FLOOR, MONGKOK.

One 10-foot Lathe Operating on 16

inch centre

One 8-foot Lathe Operating on 11

inch centre

One 8-foot Lathe Operating on 9

inch centre

One 6-foot Lathe Operating on 7

inch centre

One Planing Machine with 28 inch

centre

One Drilling Machine

One G. E. Motor of 8 H. P.

Together with all pulleys and
h shafts connected therewith.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,

AUCTIONEERS.

RASPUTIN LIBEL
PAYMENTS

"Nothing Like
£150,000."

(Special Air Mail Service)

London, August 18.

Princess Irina Alexandrovna
Yousouffoff left London to-day
for a quiet holiday in Surrey fol-
lowing the happy ending to her
efforts to clear her name.

The Princess, who is a niece of
the late Czar, was awarded
£25,000 damages in the King's
Bench Division against Metro-
Goldwyn-Mayer Pictures, Ltd., in
connection with the film "Ras-
putin, the Mad Monk."

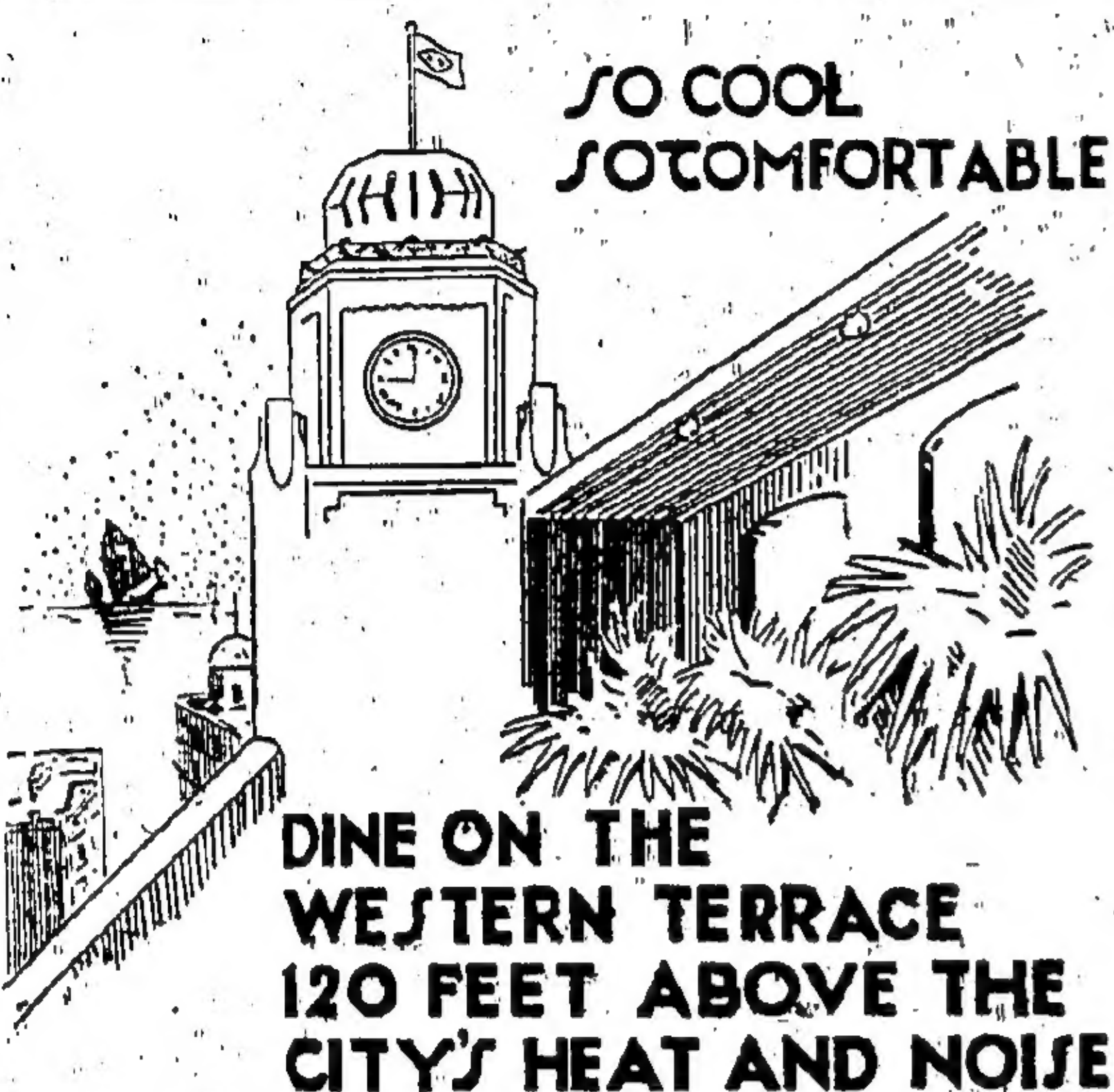
It has been reported from
America that in lieu of further
damages to the Princess, the
American Company is now paying
her £150,000, and that the
Princess has ended all further
action against the company in
any part of the world.

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From
TO-DAY, 4th SEPT.
The Largest Selection
of NEW STOCK we
have ever had in
the Colony.

MAISON DE MODES
MME. D'OBRY
18, Queen's Road, Central.



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WESTERN TERRACE
120 FEET ABOVE THE
CITY'S HEAT AND NOISE

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morning keeps
Hair smart...
all day!



Just a little Anzora each morning will keep your hair smart and in place all day long! Anzora is the original British Hair Fixative that millions of men prefer. Refuse substitutes—nothing else is as good as Anzora. Anzora Cream for normal scalp, Anzora Viola for dry scalp. Anzora Brilliantine for glossy hair. At all Chemists, Hairdressers and Spores.

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NATIONAL STRING INSTRUMENTS



WE HAVE RECEIVED A SHIPMENT OF "NATIONAL" GUITARS, MANDOLINS AND UKULELES, IN VARIOUS STYLES. PRICES ON THIS LATEST SHIPMENT ARE FROM 15% TO 20% LOWER THAN ON PREVIOUS SHIPMENTS, DUE TO FAVOURABLE EXCHANGE AND REDUCED MANUFACTURING COSTS.

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TERMS CAN BE ARRANGED IF DESIRED.

TSANG FOOK PIANO & MUSIC CO.
108 HONG STREET
Tel. 24848.

ECHOES OF 1861

61—American Ice For Hong Kong

We are informed that the stock of ice is running very low, and that unless a vessel expected with a cargo should arrive within one week, the ice house will be empty.

Our readers are aware that two cargoes of ice arrived from Tientsin a few weeks ago, which the ice committee refused either to accept as a gift, or to grant space for in the ice house, on the plea that that establishment was full. If our information be correct and if there be anyone on the committee at all personally interested in supplying ice from the United States, the inference is that "this, that, and the other, with a little botheration besides," are going on, and the accounts should be well audited.

We, ourselves, had a quantity of the ice from Tientsin presented to us. We found it every whit as good as the ice from the United States, and it withstood the heat far better. We really must say in sober earnest, that if the Hong Kong ice committee persist in drawing their supplies from the United States they will prove themselves as great a set of gables as ever sent warming pans or flannel jackets to the

West Indies. Such of their number as are mere chips in porridge and who may have no opportunity of having any voice in the "arrangements" had much better see to this matter at once, ere the next season's operations are achieved. We believe contracts can be made to deliver ice from Tientsin into the ice house at one cent per pound.

This we know, that if the present "botheration" system be continued, an opposition company will certainly be started and as competition is good for neither, the public will very likely suffer by being deprived of ice. Yet the idea of opposing a company which secures its ice from a country so far distant, that the voyage occupies six months, and involves the necessity of crossing the line twice, is naturally very tempting. At all events the attempt will certainly be made if supplies continue to be drawn from the United States.

We should mention that the two cargoes which arrived from Tientsin lately differed in quality materially. The first was poor dirty stuff, while the second was clear, large, square and solid.

STRAITS TENNIS

Lim Bong Soo
Loses Title

Singapore, Aug. 29.

The Straits Chinese Recreation Club lawn tennis tournament was brought to a successful conclusion on Saturday.

Chua Choon Leong and Yong Loon Chong beat John Lim and Tan Huck Too in the doubles final, 6-1, 3-5, 8-2.

The superior combination of Chua Choon Leong and Yong Loon Chong soon told its tale and John Lim and Tan Huck Too never had a look in during first set.

John Lim and Huck Too settled down in the second set, and driving and volleying well managed to win the set after a hard fight.

In the final set Chua Leong and Loon Chong were soon on top again and won the set with ease.

The Hon. Dr. Lim Han Hoe (president of the Club) in a short speech said that a feature of the tennis tournament was the large number of entries.

He referred also to the success of Dr. Philip K. C. T'au, the Chinese Consul-General, in the veteran's championship singles, handicap doubles.

Dr. T'au, he said, was a distinguished honorary member of the Club and was an example to younger members to take greater interest in the game.

Mrs. Lim Han Hoe presented the prizes for various tournaments at the S.C.R.C.

MODERN ART IN SCOTLAND

Need For Gallery To Aid Students

(Special Air Mail Service)

Scotland's need of a gallery of modern art, the lack of which is felt by young artists and art students, is the subject of comment by the trustees of the national Galleries of Scotland in their annual report. In comparison with the rich resources and wide opportunities available in London, the trustees state, they are conscious of the limitations under which young designers, artists, and art students in Scotland must find themselves.

The trustees add that they have recently been in communication with H.M. Office of Works as to possible sites which might become available in Edinburgh; and they proposed entering into an arrangement with the Scottish Modern Arts Association whereby their collection would come on permanent loan to the trustees and form the

MARY PICKFORD

Sued For £50,000

(Special Air Mail Service)

London, Aug. 18.

A claim for £50,000 from Miss Mary Pickford has been made in New York by Mr. Edward Hemmer, former manager to "the world's sweetheart."

He is stated to have filed a bill of particulars, declaring that he "preserved Miss Pickford's reputation" in the period between 1915 and 1920.

The petition claims that Mr. Hemmer acted as guardian, foster-father, and business adviser to Miss Pickford, and that the film star's mother promised to recompense him with a bequest.

The document states, inter alia, that in 1918 he persuaded press reporters to refrain from writing about the alleged friendship between Mr. Douglas Fairbanks and Miss Pickford, who was then married to Mr. Owen Moore, the actor.

nucleus of a modern collection, if a gallery could be provided.

U. S. BASEBALL

Leading Teams
Defeated

New York, Sept. 2.

New York Giants, National League leaders, were soundly trounced by Brooklyn Dodgers, while Detroit Tigers, leaders in the American League also suffered a similar fate. Harder, the Cleveland Indians pitcher, blanking out the side, while the Indians succeeded in scoring a single run on five hits.

New York Yankees figured in the third surprise when Washington Senators had them completely beaten on a 9-3 score. Philadelphia Phillies and Boston Braves engaged in a great battle. After Boston had won the first game by a 11-2 tally, the Phillies shut them out in the second game and scored a dozen runs.

St. Louis Browns defeated Chicago White Sox in both games of their double header.

The following were the results:

National League

	R	H	E.
Philadelphia	2	8	4
Boston	11	9	1
Urbanski and Wally Berger			
homered for Boston			

Philadelphia 12 13 2
Boston 0 5 3

Pittsburg 11 18 0
Cincinnati 4 10 1

Pittsburg 1 10 1
Cincinnati 2 6 0

Hafey homered for Cincinnati.

New York 3 8 2
Brooklyn 7 12 1

Boyle homered for Brooklyn.

American League

	R	H	E.
Chicago	2	5	1
St. Louis	4	11	0
Campbell homered for St. Louis			

Chicago 4 11 2
St. Louis 5 8 0

Strange and Clift homered for St. Louis.

Detroit 0 2 0
Cleveland 1 5 0

Harper pitched for Cleveland.

Washington 9 17 1
New York 3 10 0

Stone homered for Washington.

Boston 2 7 0
Philadelphia 1 7 1

Reynolds homered for Boston.

Reuter.

CITY OF LONDON AIRPORT

Corporation Order Inquiry

Proposals to make an airport within the City of London are afoot. They are now before the Lands Committee, and the City Corporation is having a special inquiry made. The aerodrome, it is proposed, should be a platform of reinforced concrete at a considerable height along the fore-shore of the river, or above existing river-side warehouses.

The actual plan was sketched in rough detail by Mr. E. A. Horner, a member of the Common Council, who has pointed out that the City has powers which would enable it to take action. Funds are available, and the proposals are supported by civic and business quarters. But unless agreement with the owners of the site was obtained fresh Parliamentary powers might be necessary.

If an airport is found by expert advisers to be impossible within the confines of the City of London the terms of reference to the committee are wide enough to consider sites outside its borders. A number of people consider that the south side below London Bridge is a practicable place to build such a platform.

The originators of the plan, however, set great store, it is understood, on a City site the plan being held that the future trade and commerce of the City is largely bound up with the adoption of the proposal.

The airport must be, it is maintained, a City of London port, playing just as important a part in aerial transport as the Pool of London now occupies in shipping.

A WEEK OF BRITISH FLYING NEWS

No Accidents In Mimic War

No accident marred the course of the Royal Air Force's mimic air war, which occupied nearly 400 aeroplanes in a three-nights conflict with London as the main objective of attack. As in the four previous years, no aircraft was seriously damaged and no participant was injured, though the bulk of the flying was done by night and frequently during the day in conditions of bad visibility. This record of trouble free flying pays high tribute at once to the skill of the personnel and to the efficiency and dependability of British aircraft and aero engines.

Towards the end of the manoeuvres the defence appeared definitely to gain the upper hand. Early in the morning of the last day nine bombing squadrons came in towards the capital on northern courses; no fewer than seven of them were caught before they reached their objectives in the city. Some formations were intercepted at heights as great as 16,500 feet, which is sufficient indication that the intelligence network of observation and sound locating posts to the south, east and south-east of the capital was working smoothly. Though the conditions governing the Exercises were necessarily largely artificial, paying regard to safety of personnel and the population and intended rather to instruct air and ground defence systems than to engage the two sides in an actual struggle for mastery, the Air Ministry is able to report optimistically on the possibilities of efficient defence of London from aerial attack. One night's official report referred to the large proportion of raiding planes which were intercepted, stated that such a number of interceptions would probably mean enemy casualties in the neighbourhood of 33 per cent, and a serious lowering of the morale of the survivors, and added that "if this rate could be continued for two or three successive nights, our searchlights would find but little work to do."

Thick Fog Interferes

On one night only did the bombing planes dominate. Thick fog obliged the fighter squadrons to remain on the ground for reasons of safety, though in time of war they would have been required to have taken the risk of ascent. This one example shows clearly how impossible is precise deduction from the Exercises of the relative strength of attacking bomber and defending fighter. Nevertheless, the general impression is encouraging, with all three cogs in the defence system—fighter aeroplanes, ground defences and warning organization—combining in smooth and efficiently executed work. The Observer Corps did magnificently; its success in following without delay the movements of two squadrons of bombers for more than a hundred miles on Wednesday night earned especially the high commendation of the air officers in command. The searchlights also did well. Every night bomber that was intercepted was first found, and held for the guidance of the defending planes, by the searchlights.

The Bomber In Air Defence

Material sufficient for months of study by those who are responsible for the strategy and tactics of aerial defence was accumulated in the course of the "war." In the upshot, the system will undoubtedly be strengthened and improved here and there. New dispositions of squadrons may be made; there is, for example, the possibility that some fighter units which are now stationed at aerodromes on the south coast will be shifted inland to allow them a little more time for interception of raiding formations.

The Air Ministry's final official report on the Exercises contained the important reminder that the defence of Britain against aerial attack envisages a combination of the direct defence and the offensive. Hence the inclusion of bombing squadrons in the Home Defence Force. (Incidentally, Sir Philip Sassoon has indicated, in a written reply to a question asked by a member of Parliament, that bomber squadrons may outnumber fighter squadrons in the ratio of approximately two to one in the 41 new squadrons which the government propose to add to the Royal Air Force in the course of the next five years.) The result adds: "The offensive is conducted through the attack of

bomber squadrons on enemy aerodromes, aircraft depots and factories and other targets of a military nature of vital importance to the enemy, with the definite military object of forcing the enemy air forces on to the defensive. There is no idea of the action of the bombers being regarded in any way as a reprisal; in carrying out the offensive to achieve the aim of preventing air attack of this country, they are performing a definite military operation.

"The action of the bombers will not merely reduce the strength and efficiency of the enemy air force, but it effectively directed will force the enemy to concentrate upon defending himself rather than on attacking us."

Air Mail For Britain

Four-engined airliners able to cruise at nearly 150 miles an hour—fastest four-engined commercial transport planes in the world—will be employed on inland air mail services which, states the Postmaster-General, will be established in the near future between a number of cities in the British Isles. The first of these services, linking London and Glasgow by way of Birmingham and Manchester, the Isle of Man and Belfast, will begin working in about a fortnight's time. Letters will be carried without surcharge. Big time saving will be secured. The aeroplane is timed to travel from London to Belfast, with three intermediate stops, in 3½ hours; the train and boat journey occupies at best thirteen hours. Between London and Glasgow the time is cut, in spite of the circuitous route to be followed, from eight hours by the fastest train to 4½ hours by air.

Railway Air Services, Ltd., the company formed in association by Imperial Airways and the four big railway groups, is entrusted with this service. It is already operating routes serving Cardiff, Liverpool, Plymouth, and Southampton, and is planning to open others. There is, however, no intention on the part of the Post Office to restrict operation of home airmail services to the air-rail combine; "independent" transport companies will be employed if their working satisfies the Post Office and serves a route where the mail services can be ameliorated by use of the flying machine.

Sir Kingsley Wood, the Postmaster-General, declares that it is now the settled policy of the Post Office to use the air wherever practicable, when regular flying can be assured and appreciable saving of time secured to postal users. The Post Office first made regular use of the inland air services only a few weeks ago, when arrangements were concluded for airmail carriage of mails between Inverness and the Orkney Islands by Highland Airways, Ltd. That service is running regularly and successfully, carrying some three thousand letters a day and recording big saving of time. There is the likelihood that within a very few years every one of the great cities and towns in the British Isles will be linked by air mail, and that all letters paying the full ordinary postage rates will move by air. Even in a comparatively small territory such as the British Isles great saving of time, with consequential increased efficiency in business and private communications will be ensured.

High-Speed Transport

The four-engined transport planes of the Havilland D.H.88 biplanes which were designed primarily to fulfil conditions laid down in the Australian government's terms of contract for extension of the England-Singapore airway to Australia. The first machine of the type was flown early this year, only four months after work was begun on the preliminary drawings. From the start the machine exceeded all expectations, and it is obviously destined for extensive use in Great Britain and overseas. Carrying a normal load of ten passengers and 300 pounds of mail, the craft has a range of more than 400 miles on the fuel load. Its ceiling on any three engines is approximately 15,300 feet. Even in the worst two-engine case, with both engines on one side cut out, the fully laden machine can still attain a ceiling of 8,000 feet. In other words, it should like the other four-engined airliners in the fleet of Imperial Airways be practically immune from risk of forced landings.

FISHERMAN SHOT BY PIRATES

Shooting Incident In Chinese Waters

A pirate-junk's attack on a native fishing craft off Shek Ki, in Chinese waters resulted in a fisherman being shot in the left thigh. The fishing junk came into the Colony on Sunday and the injured man was removed to the Tung Wah Hospital. The attack by the pirates took place on August 27. Shek Ki is in the Ping Shan District, quite close to British waters.

H.K. POLICE RESERVE

(ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., I.C. OF POLICE)

Chinese Company

Training Course (Part II).—All recruits of the Chinese Company will attend at the Chinese Company Headquarters on Tuesday, September 4 at 17.30 hours for instruction.

Indian Company

Training Course (Part II).—All recruits of the Indian Company residing at Kowloon will attend 4, Chi Woo Street, Kowloon on Wednesday, September 5 at 17.30 hours for instruction.

All recruits of the Indian Company residing at Hong Kong will attend Chinese Company Headquarters, 17, Queen's Road Central on Thursday, September 6 at 17.30 hours for instruction.

C. CHAMPKIN, Acting, D.S.P. (R.), Hong Kong, Sept. 3.

NO MOTOR HORNS

Regulations Will Affect Theatre Crowds

(Special Air Mail Service)

London, Aug. 18. All London is to come under the new "silence zone" for the sounding of motor horns, under official regulations to be issued by the Ministry of Transport within a week.

The area within which no horns may be sounded after a certain hour is more extensive than motorists were led to suppose when they read recently of the "silence zones" which were about to be imposed.

It includes every street from Charing Cross to Golders Green, Chiswick, East Ham and Blackheath.

AWAITING CONSENT

The police have been issued with special instructions. All that the Ministry of Transport are awaiting is the consent of one or two London local authorities.

The official hour after which the ban comes into operation will be early enough to stop motoring Londoners from sounding their hooters when leaving the theatre.

The authorities expect all road-users to redouble their caution, and (when circumstances demand it) to reduce their speed considerably during the "silence hours."

TAXI DRIVERS' POSITION

Taximen will be warned by the police to exercise the utmost care when turning out of streets in the West End after the official hour. Police appointed to traffic-control duty have been asked to stop drivers who disobey the new regulations and warn them.

Police in motorcars will cruise about their divisions in the metropolitan area. When an offender is heard they will pursue him and warn him.

The police authorities expect the motoring public to fall in easily with the new rules. They do not expect that after the period of police warnings during, perhaps, the first week or so, many offenders will have to be summoned for their disregard.

The Ministry, after watching progress, will then approach local authorities all over the country asking that they should impose similar restrictions.

NO NEWS OF FLIERS

Direct Flight From Europe

No news was received in the Colony yesterday of the aviators who had hoped to fly from Dessar to Hong Kong in six days.

The Superintendents of the Kai Tak Aerodrome, the German Consul and The Asiatic Petroleum Company, the local refuelling agents received no intimation whatever of the fliers' whereabouts.

BOYCOTT BRITISH GOODS

A boycott of British textiles, malt liquors, spirits, cigars, cigarette and tobacco has been decided upon at a meeting of the Labour and Liberal parties of Ceylon.

This is in protest against the special order in Council empowering the Governor of Ceylon, Sir Reginald Stubbs, to institute quotas for textile imports in face of the decision of the Ceylon Board of Ministers that no legislation be introduced to restrict Japanese textile imports.

Arrangements are being made to put the boycott into force.

BRITANNIA TAKES WRONG TURNING

Navigation Error Costs The King A Victory

(Special Air Mail Special)

London, Aug. 18. Britannia, with the King on board, went on the wrong side of the outer fairway buoy when competing in the first round of the big yachts race at Cowes on Saturday during the Royal Southern Yacht Club regatta.

Yachts must complete each round between the mark vessel and the outer fairway buoy, but Britannia, with Sir Philip Hunkle at the helm, passed inside the fairway buoy. She had gone a considerable distance before the error was discovered.

Velsheda won the race—her first win of the week's regatta. Shamrock was second, Britannia third, and Westward fourth. The King had been sailing for five hours when Britannia crossed the line.

Yachts Blotted Out

An hour before the start of the race threatening clouds began to gather, and when the starting-gun was fired a torrential storm was falling. Britannia and the others were almost blotted from the sight of the spectators.

By lunch time the weather had cleared, and the heavy clouds gave place to blue skies and sunshine. But rain was never far off, and showers fell intermittently.

The King and Queen, who have been spending two weeks at Cowes, will return to London by royal train from Portsmouth to-day.

OVERHEAD AERODROME

(Special Air Mail Service)

London, Aug. 15.

The proposal to erect an overhead aerodrome in Central London keep coming up time and again, despite the cold water repeatedly thrown upon it. As a sheer feat of engineering it is presumably quite possible to build a structure which would be high enough, wide enough, and strong enough. When all those conditions have been fulfilled the cost would be enormous. The width might be curtailed by using only autogiros. The late Sir Setton Branner once suggested that the autogiro might one day serve as a link between Croydon and Central London, but in the future, when all the seats in enormous aeroplanes will be filled, it will need either extremely large autogiros or many small ones to bring all the passengers across. Even a small autogiro imposes a considerable shock when it lands, and a strong landing structure would be needed.

Another point to consider is fog and bad visibility. It is sometimes hard to get down safely at Croydon, and yet Croydon allows for a wide margin of error. A pilot groping in the fog among the chimneys of London would hardly be happy. It seems hope-

THE CYCLING CLUB

Another Enjoyable Outing

A somewhat overcast sky, with occasional showers, made last Sunday's run of the Hong Kong Cycling Club one of the most pleasant yet enjoyed. A minor spill and a puncture provided a little excitement on what would otherwise have been an uneventful spin, the same delays also causing an omission of what would probably have been the most interesting part of the run, this being the paths in the vicinity of Sheungshui and the border to Shatouk.

The vice-captain, Mr. E. Munns, took charge of the run and led the party from the Vehicular Ferry at 9.30 a.m. taking the Tai Po Road from Shamshui. Whilst negotiating the tricky bends near the 12th milestone, on the second descent towards Tai Po, Tweedy, who was in the rear of the party, skidded on the loose gravel surface, sustaining slight abrasions himself, whilst his machine suffered more severe damage in the shape of a twisted crank and pedal. The luckless wheeler, on remounting then punctured within the next few hundred yards, with the result that Tai Po was not reached until noon.

At 2 p.m. the wheelers reached Un-long where the damage to Tweedy's machine was effectively repaired, the time being utilized in imbibing tea and minerals. An hour later the afternoon party was joined at Castle Peak. Further refreshments, aquatic sports in the fresh water pool at the Cafeteria kept the party entertained until the commencement of the return trip at 8.30 p.m. The homeward spin was accomplished without further incident, against a steady coastal breeze, in 14 hours, the riders dispersing after the usual cup of tea at their Headquarters, 23, Tai Po Road.

Two Parties

Next week's run will be led by the new Hon. Treasurer, Mr. E. Tweedy, who hopes to carry out the run planned by the vice-captain on the last occasion. Bathing kit and sandwiches should be carried, and all cyclists are cordially invited to join. An afternoon section will leave the Vehicular Ferry, Jordan Road, at 2.30 p.m. for Castle Peak where the all-day party (who leave the Ferry at 9.15 a.m.) will be met for tea at 5 p.m.

Mid-week runs, commencing on Wednesday next, September 5, will leave the Victoria Pier of the Vehicular Ferry at 2 p.m. returning at 4.30 p.m. approximately. It has been considered necessary to promote these short spins in the interests of the cyclists who, on joining the Club, are not sufficiently fit to carry out the more strenuous all day spins. Messrs. Munns and Keates will take charge on these spins and initiate the new riders into the art of club-riding, formation, etc.

HENRY COTTON OFF AGAIN!

Starts With Record In The Belgian Championship

(Special Air Mail Special)

London, Aug. 18.

Henry Cotton, the British open champion, and W. J. Cox, of Addington, both broke the Waterloo course record during the first round of the Belgian Open Championship, which was begun at Brussels to-day.

Both went round in 67. Cotton started off in the British Open in June with a record round of 67.

Mark Seymour, of Crow Wood, the Scottish champion, and Perry Alliss, of Beaconsfield, both took 68.

A. H. Padgham, of Sundridge Park, and Angel de la Torre, of Spain, had 69.

Syd Brews, who won the Dutch Championship over the week-end, took 74.

less to expect that a roof aerodrome could ever be provided for the large cross-Channel aircraft unless in the future they all have rotating wings, and it transpires that at Croydon is still to be necessary the central aerodrome loses a great deal of its attraction.

MORE LETTERS

On Chinese Contracts

London, Aug. 18. Writing to the Editor of the "Times" Mr. Maurice Jenks States:—

Sir,—I have read with interest the letter from your correspondent Mr. W. E. Leveson commenting on my letter of July 26, and I am at a loss to appreciate with what object his letter is written. He has set out in meticulous detail certain circumstances relating to the present user of the Boxer indemnity funds for the purpose of financing fresh loans entered into by the Chinese Government, which details are doubtless perfectly accurate; but that merely strengthens rather than weakens the point of my communication. One can only suppose that Mr. Leveson supports the policy of fostering and encouraging a foreign Government, who completely ignores her unsecured obligations, borrow more by placing at her disposal for this purpose a security to which our own defrauded nationals have a far better claim than she. If such is the purpose of Mr. Leveson's letter the more "the can is rattled," as a warning to the investing public, by people who do not share such views the better, even if "the milk is once and for all spilt," which I do not admit.

With reference to the letter from Mr. Ching-Chun Wang, the representative in London of the Chinese Ministry of Railway, in this case the object of the letter is perfectly obvious and natural. Mr. Wang, as representing his Government, is trying to dispel some of the uneasiness which my letter has probably inspired. After courteously expressing regret over the default of his Government in connexion with the loans which I and my committee represent, he indulges in an elaborate explanation of the reasons for the default, which is calculated to impress his readers as not only an explanation but a justification; but this is the kind of "thing" one is accustomed to from people who cannot pay their debts. I am sure his Majesty's Government must feel grateful to Mr. Ching-Chun Wang for entering the lists in their defence against what he describes as my bitter complaint against our own Foreign Office. I have no personal bitterness over the matter whatever. I wrote in sorrow, not in anger.

Finally, Mr. Wang attempts to draw a comparison in general terms between the troubles which China has had to cope with, on the other hand; and also the degree of success with which they have been respectively overcome. It is impossible to really attach importance to generalities of this kind.

The letter concludes with a plea that China's creditors may not be unduly alarmed by warnings such as I have uttered. As indicated in my comment, on Mr. Leveson's letter, I can only leave it to the judgment of your readers as to whether such warnings are appropriate or not.—Yours faithfully,

MAURICE JENKS.

6, Old Jewry, E.C.2.

THE RAY WITH THE LONG, LONG "EYE"

It Can Tell What's Happening In, Say, Hong Kong

(Special Air Mail Special)

London, Aug. 18.

A spot of light was the "star" in a film shown to-day in the private cinema of Film House, War-dour Street, W. 1, sat among a crowd of people for an hour, and watched with fascinated eyes the film of the spot's movements, writes a correspondent.

G. B. Equipments, Ltd. have made a wonderful record of the Cathode Ray for the Radio Research Board, and it showed how a beam of electrons has been manipulated to make a radio indicator of such speed that it would seem that it is the probable limit of swiftness.

It can be flashed 130 miles into the air, and science has made it possible, for it to bring back knowledge of what is happening in the atmosphere at that distance.

Lightning at Rome can be recorded in London at the very time it is flashing over the Italian capital.

It is claimed that the ray will instantaneously record the flight of aeroplanes at any Hong Kong, and the direction in which such a flight is being made!

THE ARMY

The British Troops In China

(Special Air Mail Service)

London, Aug. 18.

The War Office announces that Lt.-Col. H. G. Seth-Smith, D.S.O., Royal Army Service Corps, has been appointed Assistant Adjutant and Quartermaster-General in charge of Administration, the British Troops in China, the appointment to take effect about October next.

Other War Office appointments are:

Col. F. P. Nesworthy, D.S.O., M.C., to be Commander, 5th Infantry Brigade, the appointment to take effect from March, 1935.

Lt.-Col. E. James, D.S.O., M.C., the East Lancashire Regiment, to be officer-in-charge of Infantry Record and Pay Office, York, with effect from Nov. 8, 1934.

LAUNCHING OF NO. 534

River Widened For Giant Liner

(Special Air Mail Service)

All records in the world's history of shipbuilding will be broken on Sept. 26, when the Queen launches the Cunarder No. 534 into the narrow waters of the Clyde, writes a correspondent. I am now able to describe some of the preparations for this great event.

As the giant lies on the slipway at John Brown and Co.'s yard her stern overlooks the River Clyde, which at this point is only 700ft. wide. Yet the overall length of the ship is 1,018ft.—118ft. more than that of the Aquitania, the largest vessel hitherto launched in the United Kingdom.

The actual launch will carry the ship well into the River Cart, which debouches into the Clyde just opposite the building yard. In anticipation of the event, the mouth of the Cart has been widened and dredged at considerable expense.

As against the Aquitania's launching weight of 24,000 tons, the hull of No. 534 weighs 34,000 tons. How to commit this mighty structure safely to the water is a problem which has exercised the best engineering brains on Clyde-side for months past. It is vastly complicated by the short "launching run," but those responsible are confident of success.

Speed Of 12 To 14 M.P.H.

From the instant when the Queen shatters the bottle of champagne against the stem until the great vessel is finally brought to rest in the water about five minutes should elapse. The actual run down the ways is expected to occupy 130 seconds, and as the stern enters the water it will be travelling at a speed of 12 to 14 miles an hour. Many tons of tallow, two tons of soft soap, and a ton of train oil will be used to lubricate the runways for the giant's glide.

The slipway itself has a mean declivity of about half an inch per foot. Just before the launch takes place the supporting blocks and shores will be knocked away. From that moment the hull will be held in place only by the eight or more steel triggers. Immediately after the Queen has named the ship these triggers will be released by pressing an electric button. At that instant the ship should start moving down the ways.

If she shows any disinclination to take the plunge, hydraulic rams placed at the bows will be brought into play, exerting, if need be, a pressure up to 600 tons.

The Controlling Chains. Once afloat and fully water-borne, the ship will be moving stern first at a considerable speed, and in view of the limited space available it will be necessary to check her momentum without delay. This will be done by securing to her sides, before the launch, massive drag chains with a total weight of nearly 1,000 tons. As she takes the water these chains will exert a gradual but progressive pull, acting as a gently but firmly applied brake.

There will be half a dozen chains on each side of the ship, and meticulous calculation shows that they should bring her to a standstill well within safety distance of the shore.

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DECREASE IN TIN SUPPLIES

Slight Firming Up Of The Market

London, Sept. 3. A decrease is visible in supplies of tin which is somewhat more favourable than anticipated and is responsible for a slight firming up of the market, though movements are still very narrow. A further decrease, however, is unlikely in the near future, the increase in production for purposes of the Buffer Stock being larger than the curtailment of the quota.

Though the European consumption apart from Germany is holding up well, the demand from America continues to fall off without a corresponding

drop in price level, thus inducing critics of the Pool Scheme to point unwarrantedly to a high price in relation to other metals. Short selling, however, is considered dangerous owing to complete control of the market by the Pool. That American users are sceptical of improvement in the American demand is shown by their reserves being allowed to run lower than consistent with safety. The decreased deliveries of the last twelve months in the face of increased activity in tin consuming trades point out the rapid growth of substitutes in America. —Reuter.

ANOTHER TRAIN WRECK

Two Russians Captured

Harbin, September 3. Another bandit outrage on the Chinese Eastern Railway occurred to-day when an eastward bound freight train was wrecked near Hengtaohotze.

After wrecking the train, the bandits poured a fusillade of bullets and also pillaged it.

Two members of the train crew, both Russians, were kidnapped. —Reuter.

FOREIGNERS' ESCAPE

Harbin, Sept. 3. The two foreigners who were kidnapped by bandits when they wrecked a train proceeding to Changchun on Saturday, arrived safely in Harbin.

Relating their experiences, Mr. Johanson and Mr. Lury, who are both connected with the Metro-Goldwyn-Mayer film organisation, said that when captured they were attired in pyjamas. A rope was tied to their necks and hands, and they were pulled along like cattle, and were followed by armed guards sticking revolvers in their spines. Three times they were placed in front of rifles and machine guns.

When the Japanese troops approached after a Manchukuo civil servant, Mr. Murakami, had attracted their attention by shouting, and was wounded for his brave act, the bandits fled, and Mr. Johanson cut his own and Mr. Lury's bonds and rushed to the river to meet the landing party. Both were unhurt. —Reuter.

BARKING FROM A DISTANCE

Soviet Army Along The Frontier

Dairen, Sept. 3. The cream of the Soviet Army is mobilized along the frontier but are only barking from a distance, declared Major-General Komatsubara ex-chief of the Japanese Military Mission in Harbin on his arrival to-day en route to Tokyo, where will be attached to the General Staff.

He asserted that, despite war-like preparations the Soviet was not taking the offensive lest it suffer immeasurable consequences. —Reuter.

HARMLESS BOMBS EXPLODE

[Special to the "Hong Kong Daily Press" (Copyright.)]

Boha, Sep. 2. Two bombs exploded here on Sunday afternoon in the gardens adjoining the site of the former War Minister Bakadjeff and the former Chief General of Staff, General Marinkoff. No damage was done but the bombs were evidently intended as "Political demonstration," at which neither damage nor casualties were to be caused. —Transocean Kuo Min.

AIR MAILS IN BRITAIN

P.M.G. To Carry Out Experiments

[Special to the "Hong Kong Daily Press" (Copyright.)]

London, Sep. 2. The Post Master General will in the near future carry out interesting experiments which are likely to be of far-reaching significance for Airmail services from and to London.

An Autogiro will receive mails arriving at various aerodromes situated in London or in the outskirts and deliver them on the route of the General Post Office in the heart of the City.

The mails from the General Post Office to the aerodromes are to be despatched in the same way. The landing of the Autogiro upon the roof of the General Post Office is not even considered necessary if the aeroplane will fly low enough to be able to drop the mail bags on to the roof. —Transocean Kuo Min.

ST. LEGER BETTING

Windsor Lad Four To Five

London, Sept. 3. The following is the latest netting for the St. Leger to be run at Doncaster on September 12:—

Windsor Lad	4/5 t. and o.
Umidwar	7/1 o. 15/2 t.
Adept	100/9 o. 100/8 t.
Primero	15/1 o. 100/8 t.
Patriot King	100/6 o.
Lozangaro	100/6 t. and o.
Achtenan	20/1 t. and o.
Tiberius	25/1 o. 33/1 t.

Place Betting

Umidwar	11/8 o.
Adept	11/4 t. and o.
Primero	100/30 t. and o.
Achtenan	100/30
Patriot King	4/1
Tiberius	9/2 o.

—Reuter.

TRADES UNION THREAT

Forty-Hour Week Demand

London, Sept. 3. Trades Unionism may yet have to use more drastic means of making effective its demand for a forty-hour week and other reforms, declared Mr. Conley in his presidential address at the opening of the Trades Union Congress at Weymouth.

"We may have to resort to other methods if the Government and private interests which keep it in power continue to stand in the way," said Mr. Conley, "not using language as a menace but stating the conclusions to which responsible Trades Union officers are being driven by pressure of events."

He continued, "many of us are compelled to reflect whether the best use is being made of the tremendous power possessed by the Trades Union organisation."

—Reuter.

ENGINE COLLIDES WITH TRAIN

[Special to the "Hong Kong Daily Press" (Copyright.)]

Paris, Sep. 2. Thirty four persons were injured at the Eastern Railway Station, Paris, when a shunting engine collided into a suburban train, most of whose coaches were completely wrecked.

The train was only sparsely occupied when the accident occurred, otherwise the number of casualties would have been greater.

Inquiry revealed the fact that nobody was handling the shunting engine at the time of the accident. The engine suddenly started to move backwards, owing apparently to defective brakes. —Transocean Kuo Min.

OPPOSITION TO STRIKE

Possibilities For Massacre

New York, Sept. 2. Mr. George Berry, Divisional Administrator of the N.R.A., has telegraphed to the President of the American Federation of Labour, Mr. William H. Green, that the textile strike presents totally unjustified possibilities for massacre.

Mr. George Sloane, head of the Textile Institute, has broadcast an appeal to textile workers not to strike, and states that telegrams from textile workers throughout the country oppose the strike.

Elements of trouble are brewing at Pawtucket, Rhode Island, where the majority of manufacturers insist on opening the mills as usual, while the labour leaders assert that the defendant establishments will be heavily picketed and forced to close.

An independent labour group at Fall River has voted against the strike. —Reuter.

GRAVE APPREHENSION

New York, Sept. 2. The National Labour holiday to-day overshadows the gloom cast by the textile strike, but the situation is viewed with gravest apprehension. While remaining in close touch with the situation, President Roosevelt is keeping his plans dark. If the President decided to intervene it is unlikely that he would do anything before to-morrow, when the first real test will be felt.

The Communist element presents the greatest fear, as it is believed that the Communists will not allow the opportunity to pass to capitalise unrest and incite workers to violence. —Reuter.

SILVER MARKET

(From Our Own Correspondent) London, Sept. 3. London Silver price to-day were up 1/8, as follows:—

Spot	21-11/16; 21-13/16
Forward	21-3/4 21-7/8

London on New York cross rate at 2 p.m. to-day was 499-5/8 compared with 498-3/4 at closing on Saturday.

P. G. WODEHOUSE SUED

U. S. Income-Tax Claim

New York, Aug. 17. The United States Government to-day filed a suit in the Federal Court for \$50,140 against Mr. P. G. Wodehouse, the author, for alleged non-payment of income-tax for the years 1925 to 1931, inclusive. The taxes demanded amount to \$24,765 and the penalties to \$25,375.

It is claimed on behalf of the Government that the amount has not been paid despite repeated demands, and that it accordingly constitutes a lien in favour of the Government against all property belonging to the defendant.

The Government, it is believed, will endeavour to collect the amount by a levy against all royalties due to Mr. Wodehouse in this country from book publishers and distributors of his cinema productions.

FOREIGN TRADE OF CHINA

Nanking, Sept. 3. China's foreign trade for the first seven months of this year amounted to \$644,537,734. Imports totalled \$641,078,879 and exports \$303,458,855. The adverse balance was \$337,620,24. —Reuter.

ITALIAN MILITARY MISSION

[Special to the "Hong Kong Daily Press" (Copyright.)] Moscow, Sep. 2. The Italian Military deputation has arrived here on Sunday headed by General Graziosi. —Transocean Kuo Min.

NEW STAMP

Photogravure Process

(Special Air Mail Service)

London, Aug. 13. The Postmaster-General announced yesterday that the first of the improved British postage stamps will be on sale to the public on Monday. They will be of the 1½d. value, which is more in demand than other values. The new stamp differs from its predecessor only in being printed, for the first time in the history of our stamps, by the photogravure process, the head of the sovereign being displayed upon a solid instead of a lined ground. The effect is to impart a richer and deeper tone to the colour, a deep, velvety brown.

All denominations up to and including 1s. will in future be printed by Messrs. Harrison and Sons, Limited, from cylinders bearing etched reproductions of photographic originals, permitting of the introduction of light and shade and resulting in an artistic effect generally superior to that obtainable by the old surface printing method.

The 1d. and 2½d. stamps are the only ones that have undergone any actual modification of design, the oval confining the King's profile having been slightly reduced in size and the head made uniform with that shown upon the other values. The Crown is also elaborated, while the words "Postage" and "Revenue" upon either side are curved instead of in a straight line.

Other Values

The 1d. value in a deep shade of rose-carmine is expected to be issued some time in September. Remaining denominations will be reissued at intervals as they become ready; the existing designs have been adapted in each case. They are:—1d., Russian green; 2d., deep orange; 2½d., royal blue; 3d., purple; 4d., myrtle green; 5d., yellow-brown; 6d., violet; 9d., sage-green; 10d., cobalt; and 1s., sepia-brown.

For the higher denominations of 2s. 6d., 5s., and 10s., the excellent line-engraved process of stamp printing has been retained, but although there is no alteration in the general features of the late Sir Bertram Mackennal's classic design, certain of the engraved lines have been modified and some cross hatching introduced with the object of strengthening and enriching the colours and imparting a better appearance to the stamps generally. These values will continue to be supplied by Messrs. Waterlow and Sons, Limited, and will be on sale next October.

NO DICTATORSHIP IN THE CHURCH

High Court Shock For Primate Muller

Berlin, Sept. 3. A striking judgment was given in the High Court that all Primate Muller has done or would do to strengthen his powers in the Church are invalid.

The judgment pronounces his action in removing pastors opposing him as illegal. That there is no justification for a principle of dictatorship within the Church.

The decision was given in connection with the case of Pastor Buchholz who was compulsorily retired because he disagreed with Archbishop Muller. The High Court ordered Pastor Buchholz to be reinstated, arrears of salary to be paid and full salary continued. —Reuter.

LEAGUE SEAT REQUEST

Mr. Quo Tai Chi's Indication

London, Sept. 3. Mr. Quo Tai Chi after his holiday in Torquay is thoroughly restored to health and is proceeding to Geneva to-day.

Interviewed by Reuter regarding Persia's application for a non-permanent Asiatic seat on the League Council, which is at present held by China, Mr. Quo Tai Chi said that he would make a statement on his arrival in Geneva. It was not anticipated that anything else would be specially interesting to China. —Reuter.

"A GREAT SOLDIER"

Lincoln Honours Sir William Robertson

(Special Air Mail Service)

London, August 18. Two ceremonies—one in the parish church of Welbourn, the other in Lincoln Cathedral—marked Lincolnshire's remembrance to-day of Field Marshal Sir William Robertson. Sir William, who died in February last year, left his native village of Welbourn in 1877, at the age of 19, to enlist in the 16th Queen's Lancers.

Tablets were unveiled by the Earl of Athlone "to perpetuate the remembrance of a great soldier who, by his own indomitable energy, resource, skill and judgment accomplished the distinction of rising from a trooper in the 16th Lancers to the rank of Field Marshal.

The Earl was accompanied by Princess Alice Countess of Athlone and the Earl of Yarborough, Lord Lieutenant of the county. After a short and simple unveiling ceremony they returned to Lincoln, and were entertained to luncheon at Hartsholme Hall by the Earl and Countess of Liverpool.

In the afternoon the cathedral tablet was unveiled in the north transept, immediately opposite the Soldiers' Chapel. Prayers were said by the Dean of Lincoln and the tablet was dedicated by the Bishop of Lincoln. The band of the 2nd Battalion, Lincolnshire Regt., played in the cathedral for the service.

The Earl of Athlone inspected a guard of honour of the Lincolnshire Regt., under Major E. F. O. Richards, and a number of ex-servicemen, and afterwards took the salute at a march past.

The family of the Field Marshal was represented by Mildred Lady Robertson, Sir Brian and Lady Robertson, Miss Robertson, and three sisters of Sir William. Representing regiments with which Sir William was associated during his career were:

Lieut.-Col. J. McConnell and Lieut.-Col. J. G. W. Clark (16th Queen's Lancers), Lieut.-Col. E. M. A. Kerans and Major G. B. Horn (3rd Dragoon Guards, Carabiniere), Captain R. Twiston-Wykeham-Pennies (Royal Scots Greys), Lieut.-Col. Lord Forester, the Earl of Normanton, Major J. W. Jackson and Captain W. Sale (Royal Horse Guards, Blues).

ENGLAND WINS

Six Boxing Titles

(Special Air Mail Service)

London, Aug. 18. England boxers triumphed in the Empire Games championships which ended at Wembley last night, winning the bantam, middle and the heavy-weight titles. Added to the three which were won on Wednesday, these successes meant six Empire titles out of eight for the home country.

The most exciting bouts, though the least scientific, were those in the heavy-weight class, in which Lord David Douglas-Hamilton was engaged. But there were so many surprises that the boxing was interesting all the way through the programme.

In the bantam-weight final, F. Ryan Lynn, A.C. (London) beat A. Barnes, of Wales, who is the A.B.A. champion. Barnes beat Ryan at the Albert Hall, but last night the London man had improved.

Australian Victory

Another A.B.A. champion, J. Rolland, was beaten in the light-weight class, the winner of which was L. Cook, an Australian. Cook's final fight with N. F. Taylor (Wales) ended in toe-to-toe hitting which seemed to be continuous.

The middle-weight series provided a third surprise when J. Magill, the Irishman who holds the A.B.A. title, was beaten by A. Shawyer, a London freeman. This result again reversed a decision in the A.B.A. championship.

In the final Shawyer secured a splendid victory over L. Wadsworth, a Canadian who had shown himself to be one of the most powerful natural fighters in the amateur ranks for some years. Shawyer's victory was almost sensational.

H. P. Floyd (Battersea B.C.), the A.B.A. heavy-weight champion, was in a class by himself. He delivered a great righthand punch to beat W. Malch, of Canada, and his victory in the final with Van Rensburg, of South Africa, was even easier.



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ERIC MITCHELL DISPLAYS REAL INTERPORT FORM IN TRIAL MATCH

SCORES 40 RUNS IN FINE INNINGS

Elvin Gets Five Wickets For 52

The local cricket season was officially opened yesterday with an interport trial game between teams captained by T. E. Pearce and A. W. Hayward respectively. It was rather too hot for cricket but in spite of that some keen play was seen, and the feature of the game was the brilliant form displayed by E. J. R. Mitchell who captained Hong Kong when they last visited Shanghai and returned with the Ashes.

H. Owen Hughes the Colony skipper was also in good form with the bat, collecting 39 before being bowled by Elvin while T. A. Pearce also shaped well. A newcomer to local cricket, H. W. Baines gave a good display and on yesterday's form, I confidently predict a place in the interport side for him.

So far as the bowlers were concerned, C.S.M. Elvin returned the best analysis for the day, his figures being 5 for 52. I must add, however, that the figures are rather flattering for this bowler was too apt to send down many deliveries short of a good length.

H.W. Baines Impress With Bat

Hayward won the toss and not unnaturally elected to bat, going out to open the innings himself with Teddy Fincher. Pearce gave Pereira the ball to start the attack and in the first over the Indian speed merchant was rather wild, sending them on the leg side. Minu then bowled from the Law Courts and before the game had been in progress for many minutes, Hayward and Fincher were both run out. Then Baines and Mackay engaged in a partnership which produced 53 runs for the third wicket and it was during this time that we were treated to some good batting by Baines who possesses a very powerful cut and on the whole, a very sound defence.

Pearce changed his bowling with the keen sense of judgment that we have long since learned to expect from him and the result was that the batsmen did not find running too easy. It must be said that the wicket gave the bowlers, especially the fast bowlers, little, the turf being on the long side while there was little or no "life" in it.

Another Run Out

After the Mackay-Baines partnership was broken, Bathurst, another newcomer got together for a while with McInnes and then another run out happened. Bathurst being the victim. P. H. Scoones made 15 runs (not out) but he was rather slow. This was, however, probably due to the fact that it was his first innings of the season for he gave promise of being a useful run-getter. G. A. Stewart was just one short of double figures when Minu bowled him and as it was now just on 4 o'clock, Hayward decided to declare.

Mitchell Brilliant

Pearce sent Williams and Mitchell out to open the innings for his side and the latter opened his account with a four off the first ball he received from Jones, the new K.C.C. fast bowler. Thereafter, Mitchell settled down to play pretty cricket and his innings was indeed a treat to watch. Seldom have I seen Mitchell play better cricket; his footwork in particular being excellent and it was in this respect that he was able to go out to Elvin (left hand spin bowler) and "smother" the ball before it had a chance to play any tricks. Williams was caught by Teddy Fincher off the slow bowler at 21 and then Alec Pearce joined Mitchell and the two took the score to 77 before Mitchell was run out. He had batted brilliantly to score 40 runs and by yesterday's display has consolidated his claims to inclusion in the team.

Alec Pearce was very subdued for a time though he never looked like getting out. I cannot see how the selection committee can leave him out of the side for in addition to being a first class batsman, he is a very dangerous spin bowler and an excellent man at cover point.

A Hard-Hit Four
Owen Hughes started his innings very quietly until he had a rather short one sent down to him and then the inevitable happened—he banged it away to the square-leg boundary for a four. After having "opened his account" in this manner, he continued to

play forceful cricket though he was very careful to pay due respect to the good length balls. That is why Owen Hughes is regarded as one of the most dangerous batsmen we have. His tremendous reach is of great help to him and he has the happy knack of being able to turn over-tossed deliveries into half volleys.

The rest of the innings was just a procession for with the exception of Dunkey who collected 11 runs, the rest of the team failed to get going though in fairness to them it must be said that they, or most of them at any rate, got out while batting from the Navy Yard end and that meant they had the sun shining right in their eyes and this made it very difficult to see the light of the ball.

Early though the season is yesterday's trial has taught us one thing and that is, Owen Hughes, Mitchell, T. A. Pearce, W. H. Baines and G. S. Dunkley must be selected to make the trip to Shanghai. So far as the bowlers are concerned, Pereira appears to be our only fast bowler at the present who is up to interport standard while the choice of a left-hand bowler will rest between Minu and Elvin. But there is fully a month ahead yet so it will not do to make too many forecasts now.

The scores for yesterday's match were as follows:—

A. W. Hayward, run out	1
E. C. Fincher, run out	6
N.A.E. Mackay, l.b.w. b Ricketts	21
W. H. Baines, c Dunkley, b Owen Hughes	26
E. Bathurst, run out	8
I. McInnes, c Ricketts, b Pearce	9
P. H. Scoones, not out	15
G. A. Stewart, b Minu	9
Extras	12

Total for 7 wks. declared 105
G. B. Jones, G. C. Burpett and J. Elvin, did not bat.
Fall of wickets: 1/3; 2/7; 3/60; 4/71; 5/81; 6/81; 7/105.

Bowling Analysis

	O.	M.	R.	W.
Pereira	11	3	28	1
Minu	13.2	5	26	1
Ricketts	9	1	18	1
T. A. Pearce	8	2	16	1
Owen Hughes	4	2	6	1
J. F. Williams, c Fincher, b Elvin	5			
E. J. R. Mitchell, run out	40			
T. A. Pearce, retired	26			
H. Owen Hughes, b Elvin	39			
T. E. Pearce, c Burpett, b Elvin	1			
D. S. Bailey, c Bathurst, b Elvin	0			
R. H. Grinths, b Burpett	0			
G. R. M. Ricketts, c Burpett, b Stewart	5			
G. S. Dunkley, c Bathurst, b Stewart	11			
A. R. Minu, not out	0			
F. D. Pereira, c Stewart, b Elvin	2			
Extras	23			
Total	157			

Fall of wickets: 1/21; 2/77; 3/120; 4/129; 5/130; 6/130; 7/136; 8/151; 9/155; 10/157.

Bowling Analysis

	O.	M.	R.	W.
Jones	4	—	18	—
Elvin	14.1	—	62	5
Burpett	9	1	34	1
McInnes	5	—	11	—
Baines	3	—	11	—
Stewart	1	—	4	2

CAN ARSENAL COMPLETE THE "HAT-TRICK"?

Where Chelsea Weakness Lies—Great Things Expected Of Spurs—Why Portsmouth Let Allen Go

(Special Air Mail Service)

London, Aug. 18.
August 25—one more week—and the curtain goes up on big football.

What has season 1934-35 in store for us? Football is full of surprises, but meantime, there is confidence in every camp. Whether this confidence is justified time will tell.

Below "The Major" reviews the prospects of the First Division clubs.

League Champion two seasons in succession. Can Arsenal complete the "hat-trick"?

They have the confidence of success behind them. What else have they?

They have acquisition of two "star" players in Jimmy Marshall, of Rangers and Scotland fame, and Wilf Coppington, late of Leeds United, and a shining star of the England half-back line which beat Scotland so convincingly at Wembley. They also have the knowledge that the youngsters last season came through with flying colours when Alec James, David Jack and Joe Hulme were off.

Whether Coppington and Dr. Marshall can settle down at once has yet to be seen. Neither David Jack nor Alec James could fit into the complicated machinery of the Arsenal attack right away.

The new signings were obviously made to strengthen the weakness caused by the retirement of David Jack and Charlie Jones. Crayston, from Bradford, is another recruit who may find his place in Arsenal's half-back line.

Joe Hulme, sufferer from cartilage trouble last season, has regained his fitness on the cricket field. But the Arsenal forward line will never be "itself" until a satisfactory centre-forward has been welded into the line. Coleman, Cox, Dunne and Drake were all tried with varying success last season. This important position is likely to give most trouble to the new manager, Mr. George Allison.

It is a safe bet that Arsenal will be in the reckoning for League honours. Just how far they will get will be one of the most interesting features of the season's football.

What Chelsea Lack.
Chelsea's great fight to save relegation last season showed one thing—that Mr. Leslie Knighton has at last got a firm grip on the problems which have beset Chelsea for many a season.

Form, injuries, and one or two other considerations unsettled the team last season. At the moment of writing Tom Priestley has not seen fit to accept the terms offered him at Chelsea. His eyes have been bothering him, and he is torn between the two loves—school-mastering and football. Chelsea managed without him for the last three months of the relegation fight. But, fit and keen, Priestley is the sort of man to work wonders in the Chelsea attack.

It will be interesting to see what Alex. Cheyne, fresh from French experience of football, can do now that he is back with Chelsea again. A wealth of inside forwards may be a very good thing. It can also present difficulties.

Hugh Gallacher should never be out of the side, of course, on his football value. George Mills, however, fills the breach ably.

As I see it, Chelsea weakness will be what it has been for years—lack of really consistent strength on the wings. Tommy Law has reported fit, free from the serious knee injury of last season. His presence in defence and captaincy will be a heartening tonic to the Pensioners' hopes.

Smith (Birmingham) and Deacon (West Ham United) are the only newcomers to Stamford Bridge. The departures are Rankin to Notts County, Crawford to Queen's Park Rangers, and Prout to Bristol Rovers.

Spurs a Likely Side.
One cannot help liking the Spurs as a team. The policy of encouraging youngsters and building up a team right out of the "nursery" is a refreshing sign in modern football.

Last season's bid for honours shows that the men in charge at White Hart Lane have the right idea as well as the courage of their convictions.

There will be little change in the team this season. In fact, there is little likelihood of much change for several seasons to come. Undoubtedly the youngest first-class team in the country—Spurs can congratulate themselves on having "a team" in every sense of the word.

What is most promising about the Spurs' prospects is that players like Willie Evans, Billy Hall and Fred Channell were improving and "ripening" with every match.

We can expect to see great things of the lads from White Hart Lane. A little steadiness in attack as well as defence was all they needed last season. It is a virtue which is bound to follow experience.

Greenfield has fully recovered his form following the injury which virtually lost him his place in the first team. But with Hall, O'Callaghan and Howe available for inside-forward duty he will have to show startling form to gain a regular place.

Felton and Poynton, both backs, have left White Hart Lane, so that it is not surprising to see that the few signings Spurs have made are of defensive players. Whatley and Channell are likely to serve as the regular backs, but Goldsmith, from Hull City, and Illingworth, from York City, both backs, are players to fall back upon.

Buckingham has been signed from Tottenham Juniors, and King, Phypers and Potts, backs, and Jones, centre-half have been "moved up" from the "nursery" club, Northfleet.

Faith in Old Brigade
For their re-entry to the First Division, Grimsby Town have not done a great deal in the way of strengthening their forces.

Most of the players saw service with the club in the Upper House in 1931-32, and probably have improved a good deal since, but many supporters do not view the future with quite the same confidence as the management possesses.

The inside-forwards, Bertall Glover and Craven, at their best are good enough, but more thrust and dash on the flanks appears desirable.

Hall, Bethead and Buck, who will constitute the middle line, are a strong destructive trio, but whether they have the craft and strategy which Division play calls for has to be demonstrated.

Kelly and Jacobson played all through the last campaign, never missing a match, and are a sound pair, but the greater pace of first-class wingmen may provide them with anxiety. Little fear is entertained regarding goal, for both Read and Tweddle are capable.

Much will depend upon the opening games. If the team jumps into its stride and starts well it should be about able to hold its own. If it suffers early reverse it may not have the power to recover, though it should not be overlooked that seven of the players took part in every match last season. Such a long association ought to engender knowledge of each other's play allied with confidence.

The most notable newcomer is Vincent, the full back, whose transfer from Stockport County involved a four-figure fee. He is the only recruit with any considerable amount of League experience, having served County for three seasons in the first team, and for six seasons in all.

Burley, an outside-left, secured from Southampton, was with Sheffield United for two seasons before going south, but played in the reserve team.

Siddall, an outside-right, has had a couple of seasons in the Midland League with Denaby United, and Ward, a half-back from Crystal Palace, had only seven appearances last winter with the Southern Section side.

These players, with A. C. Theaker, a goalkeeper from a South Lincolnshire club, Walton, a full back from the Mexboro' district, and Pattison, a junior half-back, represent the club's acquisitions. All have their spurs to win, but the reserve strength of Grimsby is indicated, by the easy way in which the second team carried off the Midland League title last season for the second season in succession and for the third time in four years.

To Take Allen's Place
There is only one big change in the playing staff at Fratton Park. Jimmy Allen, England's International centre-half, has joined Aston Villa. The Villa officials angled for his transfer during the whole of last season. Eventually they paid the record transfer fee of about £11,000, which entirely wiped out the Portsmouth club's bank overdraft which had been a nightmare for several years.

The main reason why Pompey agreed to part with this great player was that the directors and management consider that they have in Bob Salmond the young son of a Perthshire farmer, a centre-half already nearly as good—if not quite.

Salmond has understudied Allen several times in an exceptionally efficient fashion, and it is anticipated that with regular First Division play he will soon be a candidate for a Scottish cap.

Williams, the right winger, has gone to Aldershot, but he only had one game for the seniors. The newcomers have yet to win their spurs in big football. They are R. Muir, goalkeeper, of Rutherglen, Scotland; William Clarke, inside-right or right-half, of Newport County; and J. Park and C. H. Willey, the Bath City left wing pair.

Several amateurs—four from Dorsetshire—are to have trials, but it seems that there will have to be scouting for stand-by half-backs before the new season has far advanced.

Huddersfield Problem.
Football followers in the West Riding have not had a great deal to enthuse over during the close season. The big thing in the affairs of Leeds, United and Huddersfield Town was the transfer of Wilf Coppington from the United to the Arsenal.

With average luck, however, the two clubs have little to fear and something to hope for. We'll take Huddersfield Town first.

The black spot at Leeds Road is that George McLean, the inside-right, will not be able to play for a few weeks yet.

His fractured leg has mended quite satisfactorily, but an injury like that requires a lengthy recovery. George scored a lot of goals last season, and his place is not going to be easily filled.

The Town have Walter Bottrell and Morris, a young Welshman, from last season. Two new inside forwards are J. Beech, from Altrincham, and R. F. Linton, from Kiveton Park. In spite of all that the absence of McLean remains a problem.

The team ran the Arsenal very close last season. If they can weather the first few weeks of the season satisfactorily, I expect to see them do well once again.

I am especially interested in four of the players—Ken Williamson (right-half), Jack Smith (centre-forward), and Charlie

DAVIS CUP TENNIS

Sweeping Win For Poland

Poland had a sweeping victory over Greece, winning five matches so far in entering next year's Davis Cup competition. After winning two Singles and one of the Doubles matches, Poland won the remaining two matches.

Tarlowski (Poland) beat Zachos 6-2, 5-2, 6-3.

Tloczynski (Poland) beat Stalios 6-0, 6-2, 6-2.

Reuter.

Luke and Will Bott, the left wing pair.

All are clever and should have benefited by the experience already gained. On the right wing things are not so cheery. Williams and Rawlings have yet to show the required consistency.

In all the Town have 30 professionals signed—three goalkeepers, six backs, eight half-backs, and 13 forwards. J. Taylor, full back from Altrincham, is the other new player.

The defence has the required steadiness. The half-backs look good enough. There are possibilities of brilliant play from the left wing. George McLean's absence is the dull spot in an otherwise bright picture.

Most prominent amongst the players who have gone is Billy Smith, now manager-trainer at Rochdale. Others are Dodds, Vaughton and Richardson (all to Sheffield United); Cook (to Rochdale); and Hall (to Doncaster Rovers).

A Leeds Fault
Since they were promoted in 1932 Leeds United, in my opinion, have shown themselves as a team gradually on the up-grade. I am wondering if the team-building which has been done during the past few seasons is about to show real results.

The first snag in the way of this realisation is the transfer of Wilf Coppington. He will be missed.

To fill the blank the United have signed Wilcockson, of York City. Hornby and Neal are other claimants, but the blank has yet to be filled.

I reckon, however, that Dick Ray, the Elland Road manager, would not have carried through the Coppington transfer unless he had something up his sleeve.

Of the Peacocks' enthusiasm there is no possible shadow of doubt. The quality wanted is greater steadiness in the forward line.

Very often I have seen that attack swoop down on the opposition goal in storming style. But chances made were lost just because of impetuosity.

Otherwise things have a healthy look. Thirty-one professionals.

(Continued on Page 11).

TEACHING THE CHINESE

(Special Air Mail Special)

London, Aug. 18.
Among the visitors to Salzburg for the Musical Festival are Sir Robert and Lady Bird and Mrs. Malcolm Bowes-Lyon and her husband, who is the Duchess of York's uncle.

Their only daughter married Lord Malcolm Douglas-Hamilton. The young couple have gone to Hong Kong for three years.

Lord Malcolm is teaching Chinese civil airmen.

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CAN ARSENAL COMPLETE THE "HAT-TRICK"?

(Continued from Page 10)

toed the line when training commenced. Thirteen are forwards. There are ten half-backs. The brothers Milburn have Sproston, Abel, and Bailey to deputise if require. Moore, Savage and Daniels are the goalkeepers.

Besides Wilcockson, Fred Mills is a new half-back from Port Vale. Travis has been secured from Accrington Stanley as a centre-forward. This position troubled the United last season, but Arthur Hydes is fit to resume.

The departures include Potts (Port Vale), Fowler (Swindon Town), Green (Bristol City), and Jones (Birmingham).

Wednesday Worries

Two new players swell Sheffield Wednesday's total to 33. The new lads are H. Nichols, a half-back, from Hednesford Town, and J. Brown, a wing forward from Third Lanark. Points to remember, however, are that Ernie Blenkinsop went from Hillsboro' near the end of last season and that Alf Strange suffered a severe injury. Add in that Tony Leach has joined Newcastle United. Three players like these will not be easily replaced.

The Wednesday prospects look fair. As the management is concerned over one or two positions it will be seen that everything in the garden is not lovely.

A third team is to be run next season in the Yorkshire League, and considerable attention is to be given to coaching by Billy Walker, the manager. The production of home-made players, however, is a slow process.

The bright spots about the Wednesday are that Catlin, Barrows, Millership and Cooper all young players, showed more than average ability. They should shine even more this season. Four places well and truly filled.

I begin to wonder, all the same, how long Jack Brown, Tom Walker, and Mark Hooper will keep their consistency. Ready-made successors to all of them are not at hand.

Then, even with Starling, Dewar and Burgess available, the Wednesday's inside forward play was not faultless last season.

It strikes me that the club have reached a stage when changes and important decisions will be necessary. However, Billy Walker, a great and talented player himself has now thoroughly settled down to his job. The Wednesday may have difficulties to overcome. I fancy they will overcome same.

Besides Leach, Tommy Jones has joined Manchester United and Williams has gone to Southend United.

Sunderland Strength

With Newcastle United gone, Sunderland are in the limelight. It will be interesting to watch the tussle for places in the Roker team next season. It is generally recognised for instance, that Middleton, good goalkeeper though he is, will have to play better than ever to keep Albert McNab out of the place. Thorpe is also ready for action after his illness.

Billy Murray and Harold Shaw are a sound pair of backs. Their understudies Hall and Ives, have never let the side down.

In Thomson, Johnston and Hastings, Sunderland have a young and virile intermediate line. McNab and Edgar will put up a fight for places. Last season McNab figured in the two wing half positions and in every forward place except the middle. To my way of think, this role of utility man has hindered his progress. It is to be hoped he will be allowed to settle in one position.

Little fault can be found with the regular attack of Davis, Carter, Gurney, Gallacher and Connor. What strengthens Sunderland's position, moreover, is the host of promising young forwards at hand.

Foremost among these I would place young Leonard Duns, the winger. Newcastle were disappointed when he refused to resign for them a year ago. Another youngster who may shortly force himself into the first team is Russell, the Edinburgh junior whom Sunderland recently signed. There is no apparent weakness in the Sunderland team. With the promising reserves available, I imagine Manager John Cochrane will next season reap the reward of the steady team-building policy of recent years.

Middlesbrough Anxiety

Middlesbrough's new manager, Mr. Wilf Gillow, has a decidedly stiff task facing him. The club

has no powerful financial resources to burn in team strengthening. The Borough have 23 professionals signed. It is a list that leaves room for newcomers.

The few departures include Mathieson to Brentford; Camaron to Bournemouth, and Andy Carr, to Mansfield. Sid Jarvis and Johnny McKay did not accept the terms of re-engagement and have been "sticking out" all this season. The club can ill-afford to be without them.

The Borough have two useful goalkeepers in Gibson and Hillier, and a tenacious pair of back, Jennings and Stuart. So far, there is but one reserve back, Smith.

The Stuart of the team is Tom Griffiths. Much depends on the tall Welsh International pivot. Unfortunately for the Borough, there is no strong deputy for him.

Brown and Forrest are forceful at right-half and left-half respectively and Martin can fill either wing half position satisfactorily. Other young halves are Oldham and Weightman. Maurice Webster has been re-engaged but is likely to figure mostly with the reserve team where his experience should help the young players.

Last season the club had to do some shuffling in the wing forward positions. George Cammell played outside-right in the last three games. As no new wingers have been secured, there will be some anxiety among the supporters—worry that will be allayed only if Joey Williams and Fred Warren strike top form.

Anxiety is increased by the indisposition of Cammell. George is not likely to be ready for some time. This means that Benny Vorston will lead with Baxter and Bruce at his elbows. So many problems confront the Borough that their prospects seem none too bright.

A Stoke "If"

Though Stoke City won no prizes last season I classed them as one of the most remarkable sides in the first Division. Their start was ordinary. When the heavier grounds came they fell away. Relegation loomed up. Then the team gained a confidence and revealed such a spirit that they romped to safety.

The Stoke public showed their appreciation and when the accounts were totalled up a very handsome profit was shown. Great work for a first season after promotion.

It was this team-work and willingness for hard labour that achieved so desirable an end. If Stoke get this mood once again then they have no need to worry. That is the Victoria Ground (or stadium?) "If."

I fancy Stoke will prove themselves a better team than last term—other things being equal. For one thing the players will be less awed by the idea of First Division football.

Only two close season signings were made. They are Ken Scattergood, goalkeeper from Bristol City, and Jack Harbot, full back from Barrow. These additions make good the transfers of Roy John, to Preston, and Arthur Beechill, to Millwall. The Potters, with 27 players signed, have not overstocked. Note, however, that the profit made last season remains pretty well intact. The club is ready for emergencies.

Two things require careful attention. One is that Bob McGroarty, called from partial retirement, played a big part in the revival last season. Another is that Harry Bellars, the left-half, wears well—but he wears. Stoke City, however, seem unable to go wrong about the spotting of young players. Besides the well-known figures, they have Winstanley, Bamber, Robson, Steele and May, all youngsters ready to rise.

Besides John and Beechill, Howhall (Chesterfield), Jackson (Southend U.), Mawson (Nottingham F.), Salmon (Millwall), Fitchett and Hartsborn have gone.

A TOUR OF INSPECTION

Nanking, Aug. 18.

In order to study the food situation in the various drought-stricken provinces—Kiangsu, Chekiang, Anhwei, Kiangsi, Hupeh and Hunan—Mr. Kan Nai Kwang, Vice-Minister of Interior, left for Anking yesterday on a tour of inspection which will take in Nanchang, Wuchang, Changsha, Chinkiang and Hangchow.

Kuo Min.

CURRENT NEWS FROM CHINA

A TRIP IN KHENG-DONG

Kheng-dong is one of the thirteen original districts of Hainan, formerly known as Ul-hong, and presenting lotus seeds to the emperor in the old days when each county sent its offering to the ruling monarch. It is located in the central belt of the eastern coast of the island. The district city is a small place with no particular points of interest except the lotus ponds, a medium-sized but fairly well-preserved pagoda, and a government lower normal school. Kachek, about five miles to the west, is a far larger and more important place and frequently the district magistrate maintains his office in Kachek rather than in the district city.

Recently we made a trip through the southeastern part of the district. There are auto roads to most of the markets but as our objectives were principally village homes we walked leisurely from place to place until the last day when we rode back to Kachek. Our first day's journey was taken on a rather rainy day after several hard showers, and the rice field paths were slippery, to say the least. The soil is mostly a yellow-grey clay, quite fertile, with one or two red earth patches over some small hills, and sand along the coast. Our first host is the possessor of a "garden," as he calls it, which is a good example of diversified crops. This garden is perhaps five acres in extent, surrounded by a thick hedge of thorny bamboo and pandanus, with one well-made entrance gate which is kept securely locked. It is on rolling ground and sloping gently to the south, one corner being low enough so that the large square dug well has water sufficient for use in the garden.

Twenty-one or two years ago the man began to clear his garden, and planted it first to cardamom seed. The price of cardamom seed fell and he grubbed out the plants and put in rubber trees. A few years later he himself went to the South Seas and when he saw the amount of rubber taken from the trees there he decided the yield from his trees was too small to pay and he grubbed them out. Now he has only local products to sell. His main crops are guavas (selling 15¢ for a dollar in the market this year), and the tree known as "to" in local from whose top the best grade of hair-oil is made. The oil brings at least \$1.00 a catty, often more. He also has jack-fruit trees, a few coffee trees, carambolas, and several hundred pineapple plants. Around the edges are finger, and two varieties of peppers, and in open spaces are sweet potatoes and various varieties of melons.

A Decadent Village

The next day we visited what is certainly the most decadent Chinese village it has been my lot to see. This village was settled many years ago and must originally have been the home of families of means. The houses are large and well-built and in many of them the altar tables before the resting place of the ancestors are beautifully carved. When I exclaimed over a trinket a child had told me it was part of the ornament of the cap worn by a degree man in the ancient days. But now a number of the houses are in ruins, some having been destroyed by communists, others by typhoons, still others by the white ants who flourish when the houses are empty of their human occupants. In the homes that are left there are only women and a mere scattering of children. What few men are left of these families are in the South and even the Chinese speak of the village as long past its prime.

Brick-Making

In contrast to this place a few days later we visited a new town, a market, only three or four years old. It is known as Kuo-k'ing and is on the sandy coastal plain, about half a mile from the sea. The town site is as level as a table, and only two or three mallow trees at the back of the main street give shade, but the breeze is delightful. The main street is about a block and a half long, wide, and is lined with one and two story brick shops with tile roofs. The market place is at the south end of this street. At the north end is a cross street with thatched houses, where there are eating places, blacksmith shops, etc., and a few more thatched houses are back of the main street. The town is clean and orderly and growing gradually. Fresh fish, turtle meat and

pork are the specialties, with native vegetables in season, and the market is open early every morning. This market town will take care of the needs of twenty or thirty villages, as it covers the territory between Do-fo on the north and Liao-lam (Fok-hin market) on the southwest.

A Unique Cradle

This is the season for raising "foreign" or white ducks for the Chinese New Year festivities. Ducklings are on sale in the markets and almost every home has a few. The youngsters out herding cows are supposed to catch crickets, grasshoppers and small frogs to feed them. So nearly every powder has his catch strung on a long stem of grass. We saw one ingenious youngster who had cut a joint of bamboo some ten inches long and an inch in diameter, hollowed it out almost to the bottom, made a cork for the other end, and fixed a string to it so it could be carried slung over his shoulder, and he kept his catch alive. His principal weapon was a little switch of fine pieces of bamboo eighteen or twenty inches long with which he beat the grass and found his prey.

Turtles are a source of interest on the sea-coast. Great huge things, they are sometimes caught in the nets of the deep-sea fisherman, and sometimes are caught on shore as they come to lay their eggs. In Kuo-k'ing we saw six in a pen awaiting their turn for slaughter, and in Kung-mu village we saw five others two of which were being sold as meat in Fok-hin market the day we were there. Such turtles weigh 150-200 catties. The butchers buy them for \$13.00-14.00 a hundred catties, live weight. The shells are said to weigh 20-30 catties. Practically all the meat is considered edible and is sold at 50¢ cash a catty (about 14c). The shells are sold for a dollar or two and used to make fertilizer. The top shell is of course oval and deeply curved, but will measure roughly three feet by two and be perhaps a foot deep. Such a shell would make an excellent bird bath or a gold fish pool in a rock garden—and in Hoi-fu I once saw one used for a baby cradle!

Kilns are frequent all through this region. Lime kilns burn the coral that is brought ashore by the boats and even the innumerable seashells that collect near the villages. Speaking of shells—the big heavy white "oyster" shells, one half of which is all I cared to lift some nine by twelve inches in size and very thick, are the usual big troughs in these villages. Salt kilns are located near Fok-hin market and produce a good quality of "cooked" salt. The processes are interesting. The box on salt is \$2.10 per hundred catties at the kiln. One "boiling" makes 250 to 350 catties of salt. The salt gabelle men are on the job and as a cooking is finished they weigh the salt, and as it is packed into the smaller round baskets in which it will be carried to market the tops of the piles are neatly rounded off and smoothed over, and the inspector presses his seal firmly several places over the top. Only loads of salt so stamped are accepted for sale in the markets as the penalty for evading the salt tax is very severe.

Brick and tile kilns are numerous too. The clay used is a good quality for such work, yellowish-grey when wet but turning red when baked. The men making the flatter roof tiles use a wooden frame something like a stencil plate, about seven by ten inches in size. The frame was lightly dusted with fine ashes, the clay slipped on, pressed down, cut with a fine steel wire set like a bow-string in a wooden bow, and laid flat on the ground. When dried a trifle the tiles are laid in piles over rounding heaps of sand to give them the required curve. The semi-circular crown tiles were modelled over a smooth cylindrical wooden block the flat sheets of clay laid smoothly around the model and the edges pressed firmly together, a round hollow bamboo ring twisted around the top to make the small fluted end, and the tile slipped off and set upright to dry. This worker used water to keep his clay from sticking. Before these crown tiles are fired the round model will be split lengthwise to give the semi-circular form used in building.

The brickmakers worked two by two. One man stands up to his waist in a hole in the ground, and

PURCHASE OF RICE

For Famine Relief

Hankow, August 17. Definite measures for the purchase of rice from neighbouring provinces for the relief of the people were adopted at a meeting of representatives of the provision merchants in this city and Wuchang. The meeting was held under the auspices of the Hupeh Provincial Government.

The provision merchants were urged to arrange funds for the project, Mr. Li Shu-chang, member of the Provincial Government, will be despatched to consult General Ho Chien, Chairman of the Hunan Provincial Government. Transportation will be in the charge of the Provincial Department of Reconstruction.

Measures for the relief of affected districts by utilizing refugee labour were also decided upon by the Hupeh Provincial Famine Relief and Drought Prevention Committee. Besides purchasing large quantities of seeds for sowing in the autumn, emergency relief funds have been remitted to the drought-stricken districts of Tungcheng, Tungshan, Tsungyang, Lötien, Yingshan, and Lishan, in eastern Hupeh.

According to a telegram from Mr. Nan Kuei, a deputy has been sent by the Hupeh Provincial Government to Nanking to appeal to the Central Government for relief. Negotiations with the Central authorities are proceeding satisfactorily.

Kuo Min.

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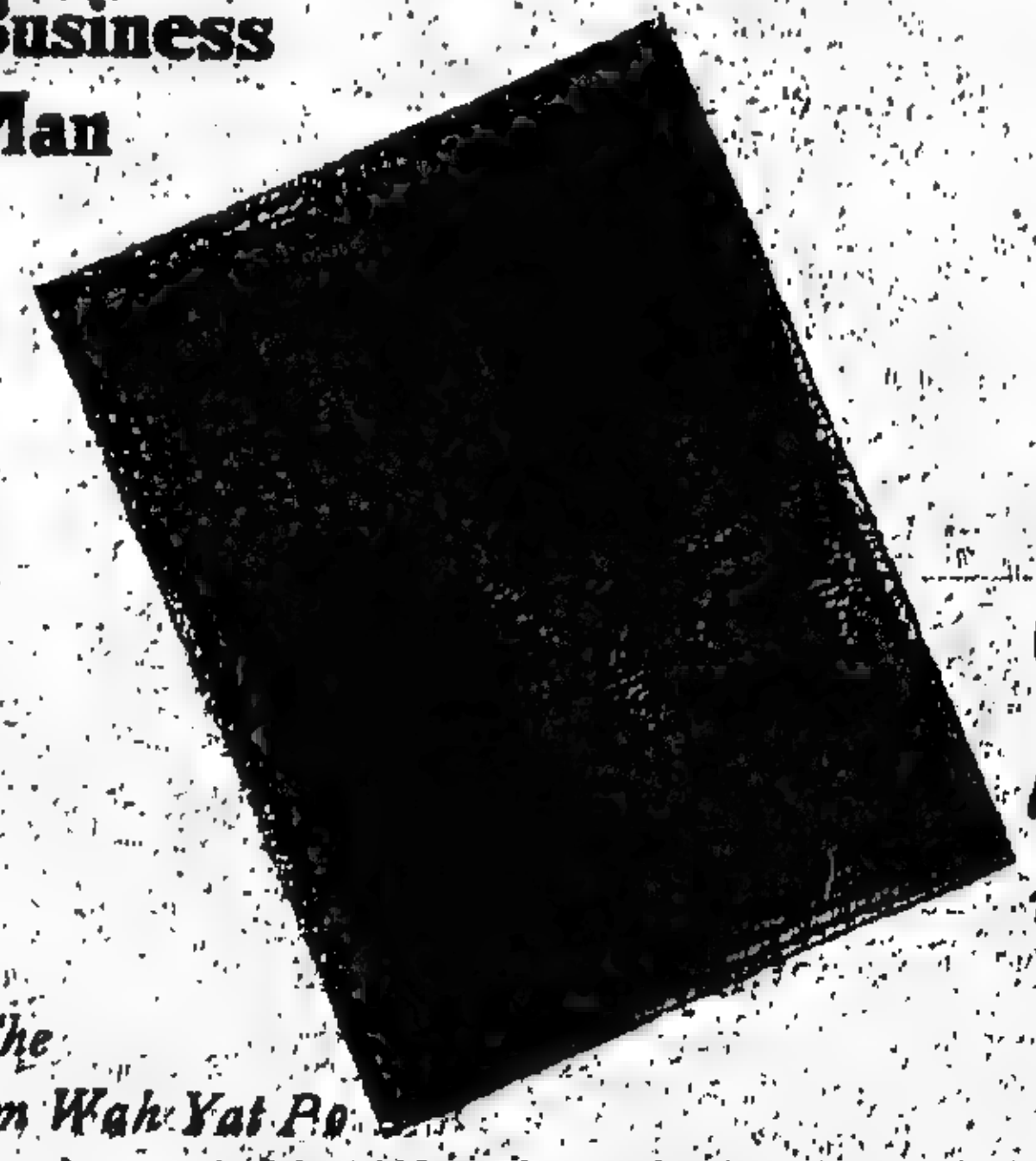
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...	Benguet Consolidated
...	Do. Exploration
...	Do. Goldfield
...	Big Wedge
...	Gold & Silver
...	Gold Creek
...	Ipo Mining
...	Itogona
...	Kaduna
...	Langkat (single)
...	Explorations
...	Shanghai Loans
...	Ranba
...	Venezuela Gold Fld.
Docks, Wharves, Godowns, etc.								
...	H.K. & W. Wharves
...	Providents (old)
...	Do. (new)
...	H.K. & W. Docks
...	S. China Motors "A"
...	Do. "B"
...	Shanghai Docks
...	New Engineering
...	Hongkong (old) S.
...	Do. (new) S.
Land, Hotels, and Buildings								
...	H.K. Hotels
...	H.K. Land
...	Shanghai Land
...	Metropolitan Land
...	H.K. Estates
...	China Do.
...	Do. Debutantes
...	Humphreys
...	New Asia Hotel
...	Asia Realities "A" S.
...	Do. "B" S.
Cotton Mills								
...	Ewos
...	Shai Cotton (old) S.
...	Do. (new) S.
...	Zong Sing
...	Wing On Textiles (S.)
Public Utilities								
...	Tramways
...	Peak Tams (old)
...	Do. (new)
...	Star Ferry
...	Yamui Ferry
...	China Lights (old)
...	Do. (new)
...	H.K. Electric
...	Macao do
...	Sandakan Lights
...	Telephones (old)
...	Do. (new)
...	China Buses
...	Traction
...	Do. (pref.)
Industrials								
...	Malabon Sugars
...	Caldbeck (old) S.
...	Madagone (pref.) S.
...	London Iron
...	Japan Iron
...	Hopes
Miscellaneous								
...	Dairy Farms
...	Der A Wings
...	Amusements
...	Ch. Entertainment
...	Constructions (old)
...	Do. (new)
...	Lane Crawfords
...	Mackintosh
...	Nanyang Tobacco
...	Rinceros
...	Watsons
...	Wm. Fowells
...	H. Greyhounds
...	C. O. Enterprises
...	United Theatres
...	Ch. G. 6 1/2 1925 G. 2 Bds.
...	H.K. Govt. 4% Loan
...	Do. 3 1/2%
...	Wallace Harper
...	H.K. Wing Co.
...	Shai Do.

NEW YORK STOCK AND
COMMODITY QUOTATIONSAMERICAN ORIENTAL FINANCE CORPORATION
AND S. E. LEVY & CO.

AMERICAN HOLIDAYS

With the exception of the New York Stock market, Chicago wheat and corn and the Winnipeg wheat market, all markets were closed on Saturday, September 1.

On Monday, September 3 (Labour Day) all American and Canadian markets were closed.

New York, Sept. 1.

The American Oriental Finance Corporation's report through their New York agents, Messrs. E. A. Pierce & Co., states:

Stocks:—We would continue neutral, awaiting developments.

Wheat:—The market was draggy and, early in the day, was influenced by liberal deliveries and scattered liquidation. September wheat firmed up somewhat later, the firmness of corn and the Winnipeg market had an effect on wheat and the tone was firm most of the session. Routine news attracted little attention. Fair rains are reported in parts of the South-west, which are beneficial to planting.

Corn:—The market was firm, with fair support forthcoming on dips.

Flash:—Automobile output in the United States during the past week amounted to \$2,351 units.

New York, Sept. 1.

Messrs. S. E. Levy & Company's report, through their New York agents, Messrs. White, Weld & Co., states:

Stocks:—Conditions are still uncertain and there is nothing very definite to report. We would advise continuance of the cautious attitude pending clarification of the situation. Business done 110,000 shares.

Wheat:—Canadian hedge pressure continued, but was somewhat tempered by rain in some sections. There is a general shortage of seed grains and this adds a feeling of strength to the market.

WEATHER REPORT

Cotton:—The weather in the East is cold, but the forecast for the near future is for fair and warmer conditions, which will be more favourable for the crops. The

weather in the West is again warming up.

Grains:—The weather in the South-West is unsettled, but the resultant rain will prove useful in that section. Conditions in the Spring Belts are extremely cold. Further frost and local wintry showers tend to damage the grade of the later crops.

Messrs. S. E. Levy & Co. received the following telegram through Reuters:

"Favourable factors before the opening of the market were: (1) Despite prevailing uncertainties, no important selling pressure is materialising on set-backs. (2) Steel operations at Youngstown, Ohio, will advance 10 points to 26 per cent of capacity next Tuesday, marking the beginning of the predicted autumn up-turn.

The outstanding unfavourable factor was:—The fact that the textile strike had extended to the woolen and worsted industries."

The magazine "Agriculture" estimates that the world supply of American cotton during the season beginning August 1 amounts to 20,000,000 bales, which is a decrease of 4,000,000 bales from the figures for last season, provided that the present crop does not exceed 9,100,000 bales.

The estimate of August 1, however, showed that foreign crops had increased, namely: China by 200,000 bales, Brazil by 753,000 and Manchuria by 15 per cent. It is believed that the crops in Egypt, Russia, Mexico and India are smaller than those of last year, but the figures are not given.

It is estimated that the world production for the past season was 28,100,000 bales, each of which weighs 478 lbs, which is an increase of 600,000 bales over the estimate for the previous season.

It is reported that domestic sales of cotton textiles increased in late August, improving the general situation, but stocks of goods continue large with but few unfilled orders.

NEW YORK MID-DAY PRICES

The following mid-day prices were received on Saturday from New York by The American Oriental Finance Corporation and Messrs. S. E. Levy & Co.

COMMODITIES					
	Aug. 13	Close	Open	10.30	11.00
New York-London	4.99	4.98	4.98	4.98	4.98
Wheat: December	1.03-1.04	1.03	1.03	1.03	1.03
Wheat: May	1.05-1.06	1.05	1.04	1.04	1.04
Corn: December	79-1	79-1	79-1	79-1	79-1
Corn: May	82-1	82-1	82-1	82-1	82-1
Winnipeg Wheat: May	86-1	86-1	86-1	86-1	86-1
Industrial Averages	92.86	92.87	—	—	—
STOCKS					
American Smelting	38	—	—	—	—
Anbun	23	—	—	—	—
Baltimore and Ohio	15	15	15	15	15
Consolidated Gas of N.Y.	28	—	27	27	27
Du Pont	90	—	89	89	89
El. Bond and Share	11	11	10	10	10
General Motors	29	29	29	29	29
Int. Tel. and Tel.	10	—	9	9	9
McIntyre Porcup.	48	48	48	48	48
Montgomery W.	24	24	24	24	24
Nat. Distillers	20	21	21	21	21
N. Y. Central	21	21	21	21	21
Socny Vacuum	14	14	14	14	14
Standard Oil Co. of N.J.	44	44	44	44	44
Un. Aircraft	14	14	14	14	14
U.S. Steel	33	—	33	33	33
Westinghouse El.	33	—	33	33	33

COMMODITY PRICES

New York Cotton			
	Sept. 1	Sept. 1	Sept. 1
Aug. 31	Closing	Opening	Closing
Oct. 13.18	—	—	—
Dec. 13.29	—	—	—
Jan. 13.32	—	—	—
Mar. 13.35	—	—	—
May 13.42	—	—	—
July 13.45	—	—	—
Spot 13.35	—	—	—

New York Rubber			
Sept. 15.71	—	—	—
Oct. 15.84	—	—	—
Dec. 16.11	—	—	—
Jan. 16.23	—	—	—
Mar. 16.49	—	—	—
May 16.74	—	—	—

Chicago Wheat			
Sept. 102	101	101	102
Dec. 103	103	103	103
May 104	105	105	105
Friday's sales: unavailable			

Chicago Corn			
Sept. 78	78	78	78
Dec. 79	79	79	79
May 82	82	82	82
Total sales: unavailable			

MORE RED BASES
CAPTUREDFukien Communists
Retreat Towards
"Capital"

Fochow, Aug. 27.

Ninghua, an important Red stronghold on the Fukien-Kiangsi border, has been captured by the Government troops operating in Western Fukien, according to an official communique received here from the front to-day. With the fall of Ninghua, there remain only two principal cities in Western Fukien, Changting and Liencheng to be recovered from the Communists.

Following up the victories over the Communists at Ninghua, the Southern Route Bandit-suppression forces under General Li Yang-ching and the units of the Northern Route Bandit-suppression forces under General Chen Cheng have effected a junction and are launching a combined attack on Changting, the capture of which will bring about the final collapse of the Communist force in Fukien. According to military intelligence reports, the Communists are prepared to abandon Changting, having been observed by the Government scouting planes removing their military and food supplies into Kiangsi in the direction of Jukin, the so-called Red capital.

The Government troops operating in eastern Fukien are also meeting with success. Peace and order has been completely restored in the cities of Luyuan, Ningteh and Hsiapu, while a force of 2,000 Government troops is now on the march towards Fuan, a coastal city on the Santuao bay, the fall of which is momentarily expected.

Cheking Agency.

COMING TO THE
KING'SMiss Fane's Baby
Is Stolen

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Arrivals from U.S.A. Sailings to U.S.A.

... M.V. "ANNA MAERSK" ... 21st Sept.

3rd Oct. ... M.V. "GERTRUDE MAERSK" ... 28th Oct.

(All dates are subject to alteration without notice.)

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OUTWARD SAILINGS

(NDL) s.s. "ISAR" ... for Shanghai, Taku Bar, Dairen, Tsingtau, Yokohama, Kobe... 6th Sept.

(HAL) m.v. "ERMLAND" ... for Shanghai, Kobe, Osaka, Yokohama, Taku, Dairen, Tsingtau... 16th Sept.

(NDL) s.s. "COBLENZ" ... for Shanghai, Taku Bar, Dairen, Tsingtau, Yama, Nagoya, Kobe... 21st Sept.

† (HAL) m.v. "KULMERLAND" ... for Shanghai, Taku, Dairen, Kobe, Yokohama, Nagoya... 27th Sept.

*(NDL) m.s. "SAALE" ... for Shanghai, Taku Bar, Dairen, Tsingtau, Yama, Kobe... 4th Oct.

*(HAL) m.v. "RUHR" ... for Shanghai, Kobe, Osaka, Yokohama, Taku, Dairen, Tsingtau... 14th Oct.

HOMeward SAILINGS

† (HAL) m.v. "LEVERKUSEN" ... for Genoa, Barcelona, R'dam, Hamburg... 6th Sept.

(NDL) s.s. "DONAU" ... for Marseilles, Oran, Rotterdam, Hamburg, Bremen... 9th Sept.

*(HAL) s.s. "BOCHUM" ... for Genoa, Marseilles, A'werp, R'dam, Hamburg... 16th Sept.

† (NDL) m.s. "FULDA" ... for Genoa, Barcelona, Lisbon, Dover, A'dam, R'dam, Hamburg, Bremen... 23rd Sept.

† (HAL) m.v. "BURGENLAND" ... for Genoa, Rotterdam, H'burg... 29th Sept.

*(NDL) s.s. "ISAR" ... for Marseilles, Oran, R'dam, H'burg, Bremen... 8th Oct.

† Passenger Vessel. * Limited Passenger Accommodation.

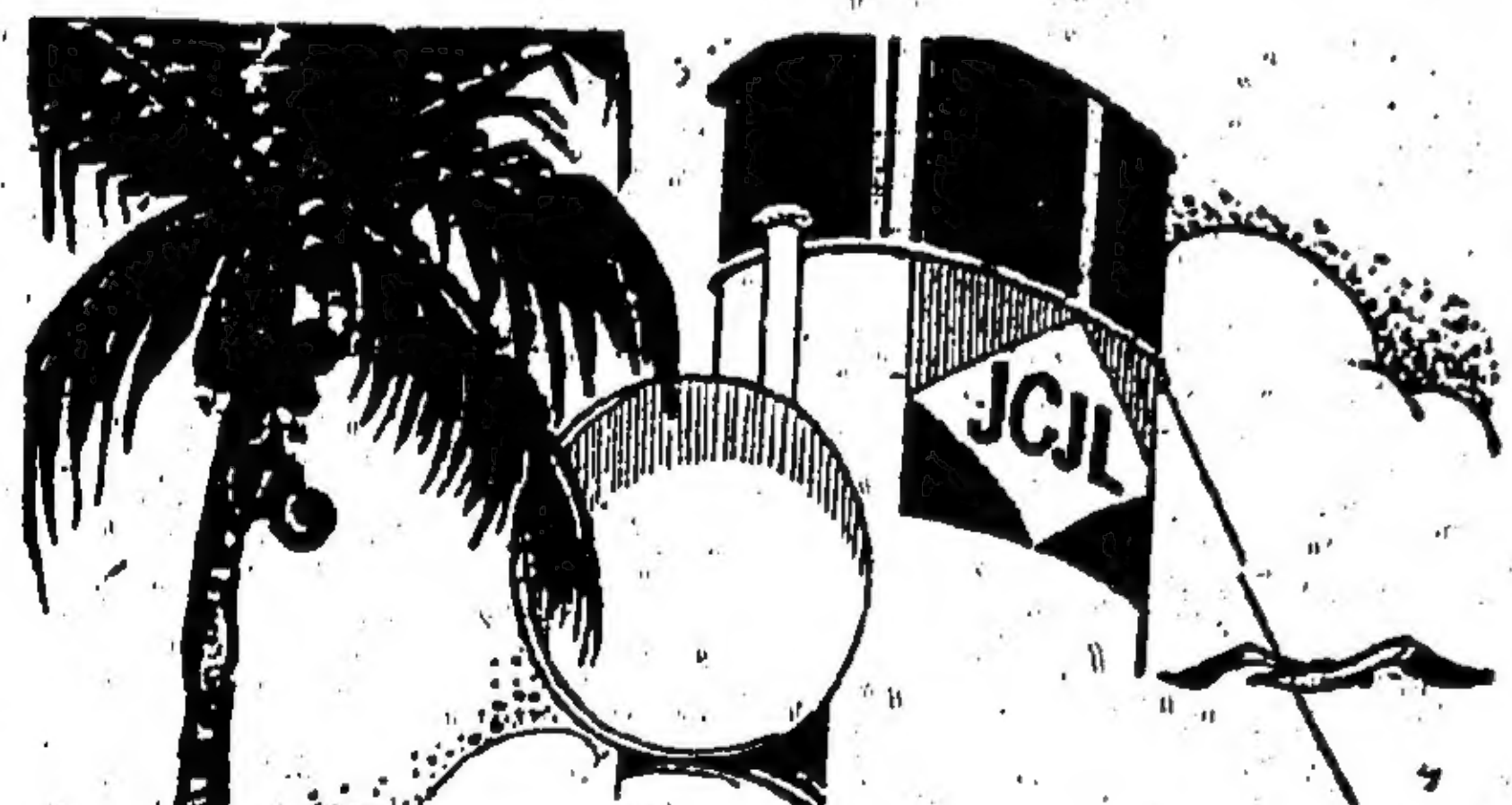
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TO MANILA, MAKASSAR, BALI
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S.S. "TJISADANE" ... 4th Sept., 11 a.m.

TO BATAVIA DIRECT

S.S. "TJISALAK" ... 11th Sept., 11 a.m.

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Holland-China Trading Co., Canton.

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York Building.

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JAFFNA BAY

Naval Vessel To
Make Survey

Singapore, Aug. 29.

A survey of the Jaffna Bay and certain parts of the Palk Strait will shortly be carried out by the survey ship of His Majesty's Navy, the Endeavour, now at Colombo.

It is stated that the Endeavour will carry out as much work as is practicable with the time at her disposal, without affecting her own programme. She may continue the work some time later if the Admiralty can spare her.

The conditions now existing in the Jaffna Bay have compelled shipping using that port to anchor about 13 miles off to discharge cargo and the result is considerable inconvenience to all concerned. It is hoped in the near future to provide improved facilities after the survey has been completed.

In regard to the area in the Palk Strait, it has been felt for a long time that something should be done to make it safer for shipping. Of late years a number of vessels have come to grief, the last being the B.I. Binfield, which ran aground off the northern coast a few weeks ago.

The Master-Attendant has in the past made strong representations on the subject, pointing out the danger to shipping generally and the inconvenience at present caused to vessels using the port of Jaffna.

It is therefore gratifying to record that at long last something definite is to be done. The increasing traffic using these waters renders this work particularly valuable at the present time.

On the representations of the local Government the Admiralty have agreed to the Endeavour carrying out the survey, and it is expected that this ship will leave Colombo by the beginning of September.

GUINNESS'S GOES TO LONDON

Famous Brewers Secure Site
At Park Royal

(Special Air Mail Service)

London, Aug. 13.

Lord Iveagh announced at a meeting in London yesterday of Arthur Guinness, Son & Co., of which he is chairman, that the company had decided to establish a branch in England.

For this purpose a site had been bought at Park Royal, London. This step was rendered necessary owing to the fact that the proportion of their trade in England, and especially in Southern England, had become larger. They were still retaining their Manchester property.

Dublin Still Its Home
Park Royal was, in the opinion of the Board and brewing staff, eminently suitable for the production of the same Guinness as they brew in Dublin, and it offered every facility for transport.

Dublin would still be the home of Guinness, and even though circumstances had forced that step upon the company, they still hoped to brew stout in Dublin for as much of the English trade as might be possible.

They expected to begin operations at Park Royal in a few months.

RATA BOOT CAMPAIGN IN FAR EAST

British Trade Attacked

(Special Air Mail Service)

A new attack on Britain's trade in boots and shoes in the Far East is being organised by the Czechoslovakian Bata Company, boot and shoe manufacturers.

The general manager of the firm in the Far East, Mr. K. Vytouil, has stated that within two months the number of Bata shops in British Malaya will be increased from twenty to thirty. Furthermore, the company is planning to enlarge its chain of stores in China from 20 to 200; in French Indo-China from 16 to 80; in the Dutch East Indies from 45 to 80; and in British India from 80 to 200.

Two new factories are also planned, one at Singapore and one at Shanghai. It is stated that the Bata Company sells more than 40,000 pairs of shoes weekly in British India and 5,000 pairs in Malaya.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE.)

On	Sterling Parity	Aug. 3	Sept 1
Amsterdam	12.10 Florins	7.32	7.26
Athens	375 Drachmas	517 S	515 S
Belgrade	276,316 Dinars	218	
Berlin	20.43 Marks	12.57	12.54
Bombay	1s. 6d. per Rupee	1/8 1/16	1/8 1/16
Brussels	36 Belgas	21.08	20.93
Bucharest	813,588 Lei	495	490
Buenos Aires	47.56d. per Peso	38 1/2 S.O.	36 1/2 S.O.
Copenhagen	18.159 Francs	22.39	22.39
Geneva	25.29 Francs	15.16	15.08
Helsingfors	193.23 Marks	226	226
Hongkong		1/6 1/2	1/6 1/2
Lisbon	110 Escudos	110 1/2	110 1/2
Madrid	25.225 Pesetas	36 7/32	36 31/32
Milan	92.48 Lire	57 11/16	57 11/32
Montevideo	50.86d. per Peso	39 1/2 S.O.	39 1/2 S.O.
Montréal	4.867 Dollars	4.90	4.88
New York	4.867 Dollars	5.02	4.98
Oslo	18.159 Kroner	19.39	19.90
Paris	184.21 Francs	75 1/32	74 17/32
Prague	164.25 Kronen	119	
Rio de Janeiro	28.93d. per Gold Milreis	4 1/2 S.O.	4 1/2 S.O.
Shanghai		1/4 1/2	1/5 3/16
Stockholm	18.159 Kroner	19.90	19.39
Vienna	34.56 Schillings	28 1/2	36 1/2
Yokohama	24.53d. per Yen	1/2 5/16	1/2 1/2
Silver (spot)		21 11/16	
Silver (forward)		21 11/16	
War Loan		3 1/4 104 11/16	

Closing Quotations

September 1, 1934

ON LONDON:—	
Telegraphic Transfer...	68
Bank Bills, on demand	1/8
Bank Bills, 4 months'	1/8
eight	1/8
Credits, four months'	7 1/2
ON SHANGHAI:—	
On Demand	10 1/2
ON SINGAPORE:—	
On Demand	16 1/2
ON JAPAN:—	
On Demand	126 1/2
ON INDIA:—	
Telegraphic Transfer...	63
Bank, on demand	

ON NEW YORK:—	
Bank Bills, on demand	38 1/2
Credits, 60 days' sight	40 1/2
ON HATYAI:—	
On demand	55 1/2
ON PAKIST:—	
Bank Bills, on demand	57 1/2
Credits, 4 months' sight	60 1/2
ON SAIGON:—	
On demand	57 1/2
ON MANILA:—	
On demand	77 1/2
ON BANGKOK:—	
On demand	11 1/2
SOVEREIGNS, Bank Buying	
Rate	17 1/2
BAS SILVER, per oz.	2 1/2

PEER'S HEIR ENGAGED

To Marry American Girl

(Special Air Mail Service)

London, Aug. 13.

The engagement was announced yesterday of Lord Cochrane, son and heir of the Earl of Dundonald, and Margaret (Marjorie) Gholson Glasgow, only child of Mr. and Mrs. Arthur Graham Glasgow, who are well known both in London and in the U.S.A.

Lord Cochrane, who is 48, was a captain in the Scots Guards, and served during the Great War in France and in Egypt. He is a member of the Order of Merit of Chile, and is a great-grandson of the famous Cochrane who released Chile from the domination of Spain.

His father, who is now 81, was the inventor of the "smoke screen" during the Great War. He took a prominent part in the relief of Ladysmith, and it was he who rode across the desert with the despatches which announced the death of General Gordon.

Miss Glasgow's father is well-known as an engineer in the United States and in Britain. Her mother is a popular hostess both in London and in their home in Virginia.

IMPORT PRICES

The reports and prices are published as supplied by importers.

Cotton Piece Goods and Fancy Cotton Goods

The following reports have been received:—

There is little fresh to record since the last report. A few sales of "Spot" cargo have been arranged but there is no sign of new business for December-January shipment. Prices for Staples have been easier, with very little demand.

The latest Cotton prices to hand are those of August 30:—
American Mid. "Spot" 7.15d.
Egyptian Sakel. F.G.F. "Spot" 8.74d.

Woolens

There is a certain amount of enquiry for "Spot" cargo but prices offered are very low. Some sales have been made, however, in Woolen Piece Goods and Hosiery Yarn. Clearance of the new season's cargo has commenced. Some business is reported in Rayon and Japanese Yarn in competition with Continental makes.

THE SHARE MARKET

Harriman's Weekly Report

Hongkong, Sep. 1.

Mr. C. A. Harriman's weekly share report and market review issued at noon today:—

We experienced another quiet market during the week under review and prices in some sections ruled easier, the only feature being the better demand for Hong Kong Electric which improved from \$71.50 to \$73. Telephones (old) showed no change with business done at \$24.25. Star Ferries continued in demand at \$99.50. Hong Kong Trams met with enquiries at the slightly reduced rate of \$20.40. Hong Kong Lands after having been transacted at \$51 1/2 (ex dividend) were on offer at \$51.25. Wharves had sellers at \$112 and Dairy Farms at \$25.50. Minor issues were generally lower. China Lights (old) closed with sellers at \$8.70. Hotels at \$5.50. Ropes at \$4.40. Providents (old) at \$1.55. Cements changed hands at \$2.55/60, closing in demand at \$2.50. Sterling counters remained unchanged with Hong Kong Banks done at \$1.745/55 and Unions at \$545. The tone of the market at the close is quietly easy.

Business during the week has been done at the following prices:—
Hong Kong Banks \$1.745/-55/-
Unions \$540/-545/-
China Underwriters \$1.20
Hotels \$5.45/50
Hong Kong Trams \$20.60
Star Ferries \$100/-
Hong Kong Lands \$51.50 ex div.
China Lights (old) \$8.70/8.80
Telephones (old) \$24.25
Cements \$24.25
Ropes \$4.00
Dairy Farms \$25 1/2
Providents (old) \$1.57 1/2/1.60
Antamoks 61 cts/62 cts.

DUKE OF YORK

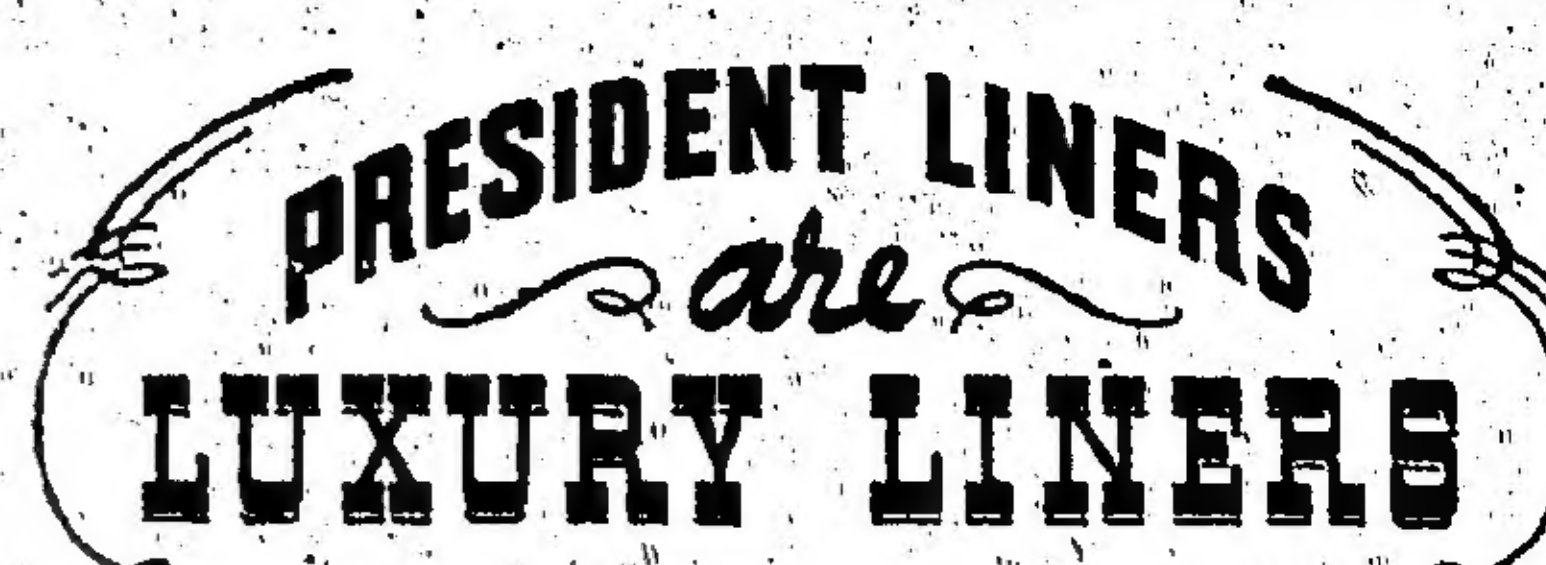
(Special Air Mail Service)

Edinburgh, Aug. 18.

The Duke of York has accepted an invitation to lay the foundation-stone of a new church and hall which are being erected in connection with the Church of Scotland Church Extension Scheme at Granton Malms, Edinburgh.

It is announced that the ceremony will take place on Monday, October 22.

His Royal Highness was to have laid the foundation-stone of the Middle Malms Church, Edinburgh, during the visit to Edinburgh of their Majesties the King and Queen, but his illness prevented the engagement being fulfilled.



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via Shanghai, Kobe, Yokohama, Honolulu	via Shanghai, Kobe, Yokohama
Fortnightly sailings	Fortnightly sailings
Pres. Coolidge... Sept. 8, Noon	Pres. Jackson... Sept. 14, Midnight
Pres. Pierce... Sept. 15, Midnight	Pres. McKinley... Sept. 22, Midnight
Pres. Hoover... Oct. 6, Noon	Pres. Grant... Oct. 12, Midnight
Pres. Wilson... Oct. 23, Midnight	Pres. Jackson... Oct. 28, Midnight
Pres. Coolidge... Nov. 3, Noon	Pres. Jackson... Nov. 9, Midnight

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Pres. Harrison... Sept. 15, 8 a.m.	Pres. Jackson... Sept. 8, 6 p.m.
Pres. Hayes... Sept. 22, 8 a.m.	Pres. Harrison... Sept. 15, 8 a.m.
Pres. Johnson... Oct. 3, 8 a.m.	Pres. Pierce... Sept. 22, 6 p.m.
Pres. Moore... Oct. 17, 8 a.m.	Pres. McKinley... Sept. 29, 6 p.m.
Pres. Van Buren... Nov. 10, 8 a.m.	Pres. Hoover... Sept. 27, 9 p.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

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CANTON BRANCH—4, SHAKES ROAD.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co's Vessel
"MENESTHEUS"
FROM UNITED KINGDOM
via SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 1st Sept. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 A.M. and Noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th Sept., will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 21st Sept., or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

1st September, 1934. [2817]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LIME, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENRINNES."

CONSIGNEES of Cargo are hereby informed that all Goods are to be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Sept., 1934, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 24th Sept., 1934, or they will not be recognised. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 4th Sept., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined. All claims must reach us before Saturday, the 23rd Sept., 1934, or they will not be recognised. No Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd. Agents. Hong Kong, 3rd Sept., 1934. [2913]

CONSIGNEE NOTICES.

MAERSK LINE.

NOTICE TO CONSIGNEES.

THE M.V. "ANNA MAERSK"

having arrived, from New York and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Wednesday, 5th Sept., will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 4th Sept., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All Claims must reach us before the Wednesday, 27th Sept., 1934, or they will not be recognised. No Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 30th Aug., 1934. [2807]

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE S.S. "BURGENLAND"

having arrived, from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the Wednesday, 6th Sept., will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 4th Sept., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 4th Sept. 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 5th Sept. 6 p.m.
SWATOW, AMOI & SHANGHAI	"HUPEH"	On 7th Sept. 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KWANGTUNG"	On 7th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 8th Sept. 3 p.m.
FOOCHOW, SHANGHAI, DAIEN & NEWCHANG	"TAMING"	On 9th Sept. 5 p.m.
AMOI, SWATOW & SINGAPORE	"ANSHUN"	On 10th Sept. 8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 10th Sept. 3 p.m.
HONGKONG & BANGKOK	"KAYING"	On 11th Sept. 3 p.m.
SWATOW & SHANGHAI	"SINKIANG"	On 11th Sept. 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 12th Sept. 5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HOIHOW"	On 14th Sept. 3 p.m.
SWATOW, AMOI & SHANGHAI	"KIUNGCHOW"	On 14th Sept. 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"YOCKOW"	On 14th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 16th Sept. 3 p.m.
SWATOW & BANGKOK	"KWEIYANG"	On 17th Sept. 3 p.m.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE**
TELEPHONE 3031.
AGENTS.

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To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

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(Australia steamer on file)

STEAMERS: Due Hong Kong, Leave Hong Kong, Leave Manila, Due Sydney

TAIPEI 11 Sept. 18 Sept. 21 Sept. 7 Oct.

CHANGTAEI 12 Oct. 19 Oct. 22 Oct. 7 Nov.

TAIPEI 9 Nov. 16 Nov. 19 Nov. 8 Dec.

CHANGTAEI 11 Dec. 18 Dec. 21 Dec. 6 Jan.

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Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAINING" on TUESDAY, 4th SEPT. 4 P.M.

S.S. "HAIYANG" on FRIDAY, 7th SEPT. 3 P.M.

S.S. "HAICHING" on TUESDAY, 11th SEPT. 3 P.M.

Subject to alterations without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 2 P.M.

S.S. "SEISTAN" on WEDNESDAY, 5th SEPTEMBER.

Arrivals and Departures from the Company's Wharf (Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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ADVERTISED SAILING FROM HONG KONG

NORTHWARD

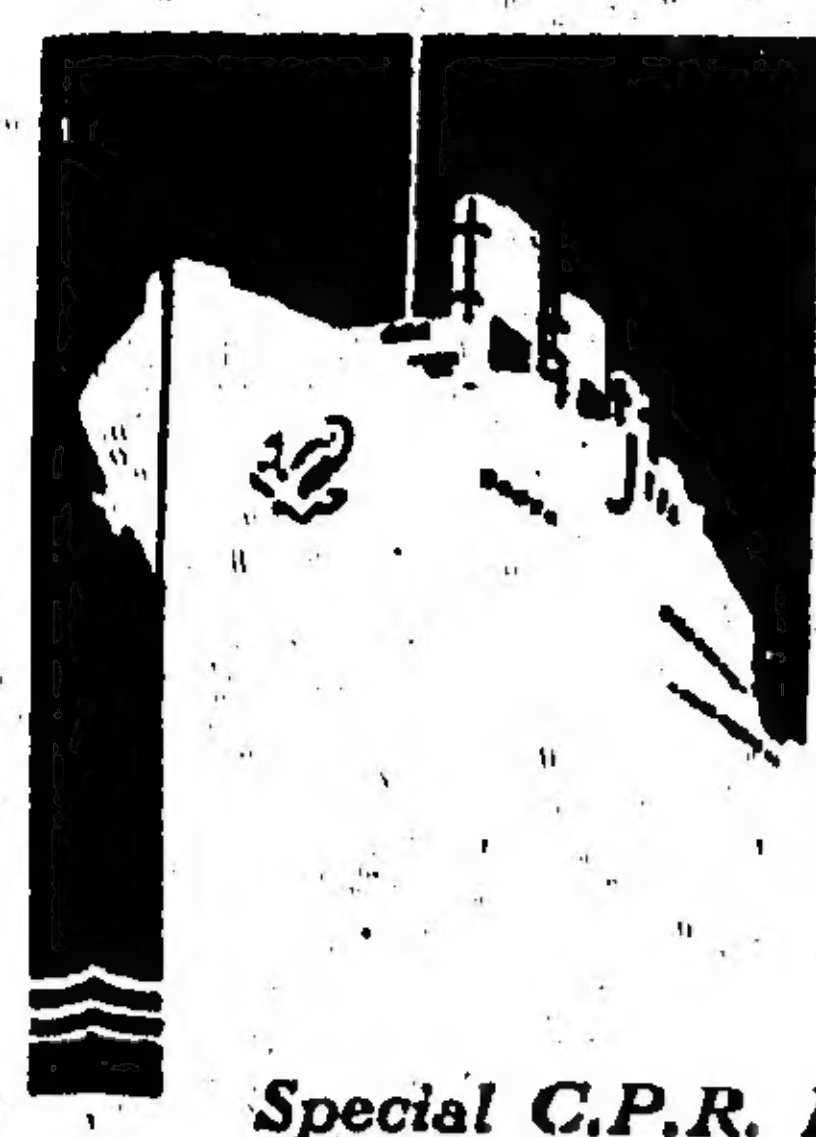
FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.	
Hai Ning, Douglas, September 4.	
Tai Yuan, B. & S., September 5.	
Hai Yang, Douglas, September 7.	
Hupoh, B. & S., September 7.	
Takada, B.I. (Apar), September 7.	
Chak Sang, Jardine's, September 9.	
Anshun, B. & S., September 10.	
Hai Ching, Douglas, September 11.	
Tainan, B. & S., September 12.	
Klungchow, B. & S., September 14.	
Kum Sang, Jardine's, September 18.	
Chefoo.	
Hop Sang, Jardine's, September 6.	
Kwai Sang, Jardine's, September 11.	
Hoihow, B. & S., September 14.	
Daiyu.	
Iser, Melchers, September 6.	
Taming, B. & S., September 9.	
Ermland, Jensen's, September 16.	
Atrous, B. & S., September 17.	
Aenesa, B. & S., September 18.	
Coblenz, Jensen's, September 21.	
Kulmerland, Jensen's, September 27.	
Poohey.	
Hai Ning, Douglas, September 4.	
Hop Sang, Jardine's, September 6.	
Hai Yang, Douglas, September 7.	
Taming, B. & S., September 9.	
Hai Ching, Douglas, September 11.	
Kwai Sang, Jardine's, September 11.	
Hoihow, B. & S., September 14.	
Mankow.	
Teiristas, B. & S., September 25.	
JAPAN (Direct).	
Rakuyo Maru, N.Y.K., September 12.	
Tyndareus, B. & S., September 13.	
Koolung.	
Nagara Maru, N.Y.K., September 7.	
Newchwang.	
Taming, B. & S., September 9.	
Otara.	
Diomed, B. & S., September 10.	
Shanghai and Japan.	
Asama Maru, N.Y.K., September 4.	
Bangalore, P. & O., September 5.	
Iser, Melchers, September 6.	
Rawalpindi, P. & O., September 6.	
Emp. of Russia, C.P.S., Sept. 7.	
Nagara Maru, N.Y.K., September 7.	
Siam, Manners', September 7.	
Takada, B.I. (Apar), September 7.	
Pres. Coolidge, Dollar's, September 8.	
Andre Lkton, Messageries, Sept. 9.	
Diomed, B. & S., September 10.	
Phenias, B. & S., September 11.	
Pres. Jackson, A. M. Line, Sept. 15.	
Ermland, Jensen's, September 16.	
Taiyu Maru, N.Y.K., September 16.	
Touraine, Thoresen's, September 16.	
Atrous, B. & S., September 17.	
Aenesa, B. & S., September 18.	
Kum Sang, Jardine's, September 18.	
Tai Shan, Dodwell's, September 18.	
Comorin, P. & O., September 20.	
Coblenz, Jensen's, September 21.	
Emp. of Japan, C.P.S., September 21.	
Shan Tung, Gilman's, September 21.	
Kulmerland, Jensen's, September 27.	
Agamemnon, B. & S., September 28.	
Emp. of Asia, C.P.S., October 5.	

SHANGHAI AND VIA PORTS.	
Soochow, B. & S., September 4.	
Sandviken, Jardine's, September 5.	
Hupoh, B. & S., September 7.	
Chak Sang, Jardine's, September 9.	
Hop Sang, Jardine's, September 9.	
Shantung, B. & S., September 9.	
Taming, B. & S., September 9.	
Sinkiang, B. & S., September 11.	
Tainan, B. & S., September 12.	
Klungchow, B. & S., September 14.	
Sunning, B. & S., September 18.	
Aenesa, B. & S., September 18.	
Teiristas, B. & S., September 25.	

SWATOW.	
Hai Ning, Douglas, September 4.	
Soochow, B. & S., September 4.	
Sandviken, Jardine's, September 5.	
Relatan, Douglas, September 5.	
Hop Sang, Jardine's, September 6.	
Hai Yang, Douglas, September 7.	
Hupoh, B. & S., September 7.	
Muinam, Manners', September 7.	
Chak Sang, Jardine's, September 9.	
Hellas, Thoresen's, September 9.	
Hop Sang, Jardine's, September 9.	
Shantung, B. & S., September 9.	
Anshun, B. & S., September 10.	
Kalagan, B. & S., September 10.	
Hai Ching, Douglas, September 11.	
Hai Ching, Douglas, September 11.	
Kwai Sang, Jardine's, September 11.	
Sinkiang, B. & S., September 11.	
Tainan, B. & S., September 12.	
Klungchow, B. & S., September 14.	
Sunning, B. & S., September 18.	
Aenesa, B. & S., September 18.	
Teiristas, B. & S., September 25.	

Nagara Maru, N.Y.K., September 7.
Newchwang
Taming, B. & S., September 9.
Otara.
Diomed, B. & S., September 10.



"Empress of Russia"

One of the
BIG FOUR
SAILS
12.00 NOON
Friday, Sept. 7th
for
VICTORIA-VANCOUVER
Via SHANGHAI, NAGASAKI,
KOBE AND YOKOHAMA.

Special C.P.R. Reduced Fares to

Europe and Return also Around the World Summer Excursions to JAPAN AND MANILA

Steamers	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Empr. of Russia	Sept. 7	Sept. 9	Sept. 11	Sept. 13	Sept. 15	Sept. 18	Sept. 24
Empr. of Japan	Sept. 21	Sept. 23	Sept. 25	Sept. 27	Sept. 29	Sept. 31	Oct. 4
Empr. of Asia	Oct. 5	Oct. 7	Oct. 9	Oct. 11	Oct. 13	Oct. 15	Oct. 18
Empr. of Canada	Oct. 19	Oct. 21	Oct. 23	Oct. 25	Oct. 27	Oct. 29	Nov. 1
Empr. of Russia	Nov. 2	Nov. 4	Nov. 6	Nov. 8	Nov. 10	Nov. 12	Nov. 15

C.P.R. Special Summer Round Trip Tickets to Japan are also interchangeable with N.Y.K. (Pacific Service) P. and O. and M.M. Co.

TO MANILA

EMPRESS OF JAPAN ... Sept. 14th.
EMPRESS OF ASIA ... Sept. 27th.

For further information please apply to:

CANADIAN PACIFIC

Telephone: Passenger 20782. Freight 20042. GACANPAO: Passenger Dept. NAUTILUS: Freight Dept. Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TAIYO MARU ... Sunday, 16th Sept. at 1 a.m.
OHIOCHIBU MARU ... Wednesday, 2nd Oct. at 10 a.m.

SEATTLE & VANCOUVER.
HIYE MARU ... (Starts from Kobe) Monday, 17th Sept.
HEIAN MARU ... (Starts from Kobe) Monday, 1st Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
FUSHIMI MARU ... Saturday, 15th Sept.
HAKOZAKI MARU ... Saturday, 29th Sept.

SYDNEY & MELBOURNE via Manila and Ports.
ATSUTA MARU ... Saturday, 22nd Sept.
KAMO MARU ... Saturday, 27th Oct.

BOMBAY via Singapore, Penang and Colombo.
TOYAMA MARU ... Tuesday, 11th Sept.
LIBON MARU ... Friday, 28th Sept.
TANGO MARU ... Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BAKUYO MARU ... Saturday, 12th Sept.

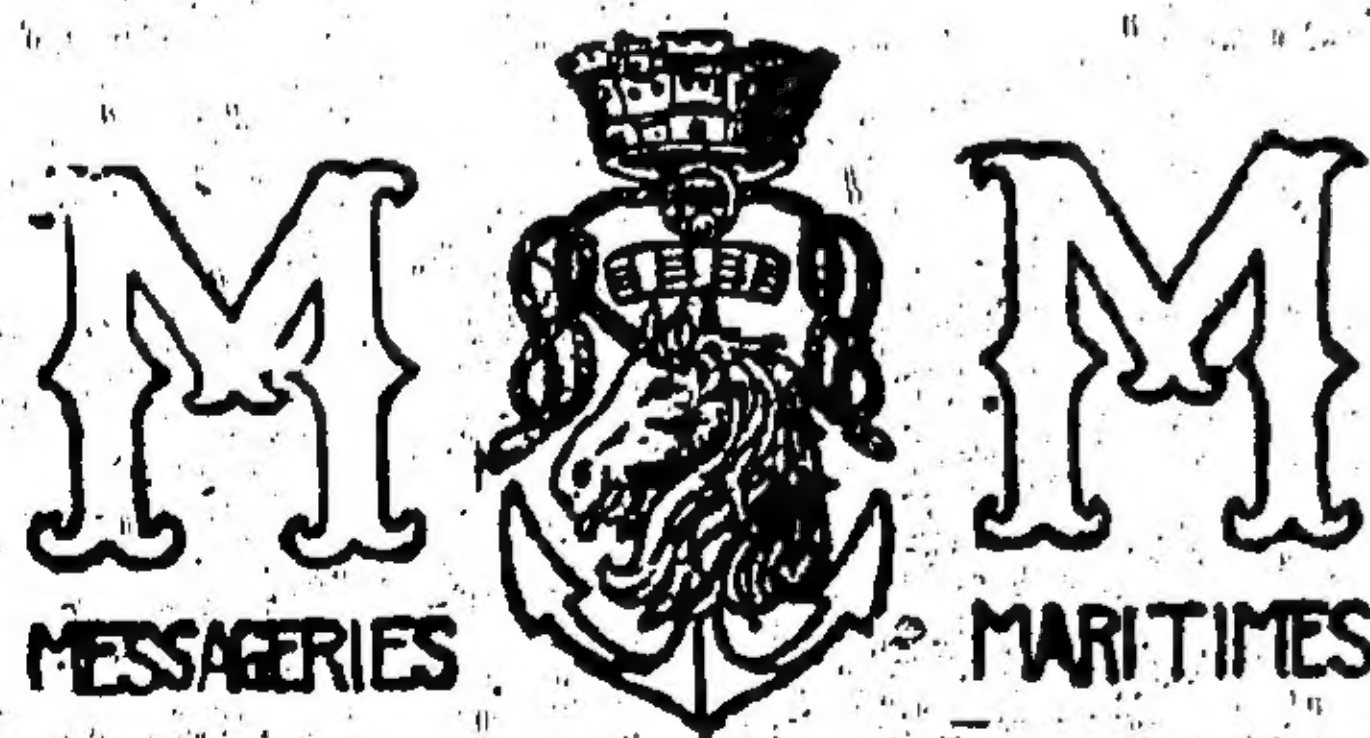
NEW YORK via Panama.
NAGARA MARU ... Saturday, 8th Sept.
NOTO MARU ... Saturday, 27th Oct.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.
LYONS MARU ... Saturday, 5th Sept.

CALCUTTA via Singapore, Penang and Rangoon.
CALCUTTA MARU ... Friday, 7th Sept.
MALACCA MARU ... Saturday, 15th Sept.
TOKUSHIMA MARU ... Saturday, 29th Sept.

SHANGHAI, KOBE & YOKOHAMA.
HAKUSAN MARU ... Friday, 14th Sept.
MORIOKA MARU (Dairen direct) ... Wednesday, 5th Oct.
KAMO MARU (Nagasaki direct) ... Friday, 21st Oct.

† Cargo only. Tel. 30291.



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said	To SHANGHAI - KOBE.
ARAMIS ... 11th Sept.	ANDRE LEBON ... 9th Sept.
ANDRE LEBON ... 25th Sept.	VOYAGE SUPPLEMENT ... 8th Oct.
PORTHOUS ... 29th Oct.	CHERONORAU ... 21st Oct.
CHERONORAU ... 6th Nov.	PARAGAN ... 4th Nov.
PARAGAN ... 20th Nov.	ATHOS II ... 18th Nov.
ATHOS II ... 4th Dec.	ARAMIS ... 30th Nov.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars apply to:

MESSAGERIES MARITIMES.

20 Queen's Building, 18

Shipping News

Daily Statement. Clearances.
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 8,400 TONS:
THROUGH CARGO
4,400 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

British	Cargo for	Through
Stamess Prince, Cebu	805	150
Soochow, Canton	—	331
Dutch, Tjisadane, Amoy	94	902
Norwegian, Wilfred, Canton	—	—
Hellas, Swatow	1,932	—
French, C. Henri Riviere, Pakhoi	1,413	1,408
Tai Poo Sek, Fort Boyard	750	—
Japanese, Ibukisan Maru, Milke	1,201	—
Chinese, Feng Lee, Tsingtao	245	1,588
Stanley, Swabue	48	—
Total	5,488	4,477

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Soochow (Br.), Canton	30
Tjisadane (Dut.), Amoy	239
Hellas (Nor.), Swatow	33
Com. Henri Riviere (Fr.), Pakhoi	77
Tai Poo Sek (Fr.), Fort Bayard	68
Stanley (Ch.), Swabue	178
Total	625

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:-

	Arr.	Dep.
British	2	5
Dutch	1	0
Norwegian	2	4
French	2	0
Japanese	1	2
Chinese	2	1
Total	10	12

SHIPS IN HARBOUR

WHARVES

Kowloon:-Asama Maru. Ben-rinnes, Shunko Maru. Socony-Laichikok:-Katie Moller, Kalapoi. Osaka Shosen Kaisha:-Hozan Maru. Douglas Laprak:-Hal Ning. Chiu On:-Hydrangea.

DOCKS

Kowloon:-Silver Walnut. Talkoo:-H.M.S. Ostris, H.M.S. Rowin, Hero, Chang On.

BUOYS

No. A1:-Formosa. No. A4:-Com. Henri Riviere. No. A5:-Tjisadane. No. A11:-Bunkishan Maru. No. A15:-Stamess Prince. No. B3:-Kalgan. No. B4:-Hydra II. No. B5:-Wing Lee. No. B8:-Lyceum. No. B9:-Mulinam. No. B10:-Hellas. No. B14:-Soochow. No. B15:-Anshun. No. B16:-Chinhua. No. B20:-Luchow. No. B21:-Tai Yuan. No. B22:-Hin Sang. No. C1:-Prominent. No. C5:-Kushiro Maru.

ARRIVALS

SEPTEMBER 2

Athellaird, British str., 5,313 tons. Capt. T. J. Dongvan, from Soerabaja via Tegal, lying at P.C.M. Wharf.-Pure Cane Molasses & Co.

C. Henri Riviere, French str., 1,355 tons. Capt. Nicolai, from Haiphong, buoy No. A4.-Sing Kee & Co. Yung Chi, Chinese str., 1,075 tons. Capt. T. G. Chin, from Shanghai, C.M.S.N. Wharf.-C.M.S.N. & Co.

Tjisadane, Dutch str., 5,780 tons. Capt. P. Abbo, from Amoy, buoy No. A8.-J.C.J.L. Benrines, British str., 3,071 tons. Capt. John Maul, from Manila, Kowloon Wharf.-Gibb Livingston & Co.

Ibukisan Maru, Japanese str., 4,057 tons. Capt. M. Masabayashi, from Milke, buoy No. A11.-M.B.K.

SEPTEMBER 3

Shunko Maru, Japanese str., 5,027 tons. Capt. M. Inoue, from Sakito, Kowloon Wharf.-O.S.K. New Mathilde, British str., 242 tons. Capt. D. Thomas, from Hoihow, buoy No. B5.-Kong Nam & Co.

Formosa, Swedish str., 4,330 tons. Capt. F. N. Borgstrom, from Shanghai, buoy No. A1.-Gillman & Co.

Mulinam, Danish str., 1,739 tons. Capt. V. L. Reiser, from Swatow, buoy No. B9.-John Mann & Co.

Soochow, British str., 1,594 tons. Capt. J. B. Bruce, from Canton, buoy No. B14.-B. & S.

Stamess Prince, British str., 3,817 tons. Capt. Litchfield, from Halifax via Cebu, buoy No.

CLEARANCES

SEPTEMBER 3

Sandviken, for Canton. Ninghal, for Canton. Ibukisan Maru, for Koshichang, Hydrangea, for Swatow. Kalapoi, for Swatow. Yung Chi, for Canton. Chinhua, for Shanghai. Asama Maru, for Shanghai. Formosa, for Manila. Shunko Maru, for Singapore. Nankin, for Shanghai. Silverwalnut, for Manila.

SHIPPING MOVEMENTS

The (Mackinnon Mackenzie & Co. Agents, P. & O. Line) a.s. Bangalore left Singapore for this Port on the 2nd instant at 8 a.m. and is due here on the 6th instant at about 8 a.m.

The (Mackinnon Mackenzie & Co. Agents, P. & O. Line) a.s. Rawalpindi left Singapore for this Port on the 1st instant at noon with the outward English Mails, and is due here on the 5th instant at about noon.

The (Butterfield & Swire) a.s. Trollus will arrive from Shanghai on the 4th instant.

A15:-Furness (Far-East), Ltd. Shengnan, Chinese str., 928 tons. Capt. S. Kuoroff, from Lung-kow, buoy No. B17.-Yee Chui Hing. Ninghal, British str., 1,482 tons. Capt. Newton, from Amoy, buoy No. B19.-B. & S.

CONSIGNEE NOTICES

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND LOS ANGELES

THE Motor Vessel "SIAMSE PRINCE"

having arrived from the above Port on 3rd instant. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 8th instant, 1934, at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, 1934, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

FURNESS (FAR EAST) LTD., 4th Floor, King's Building, Connaught Road.

Hong Kong, 3rd September, 1934. [2819]

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF NORWICH" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 9th Sept.

S.S. "CITY OF KHOS" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 9th Oct.

S.S. "CITY OF CAMBRIDGE" ... Havre, London, Rotterdam & Hamburg ... 9th Nov.

NEW YORK, BOSTON & BALTIMORE

ANDREW WEIR & CO.

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MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... Loading for Mauritius: Beaulieu, Tamatave, Laurence Marges, Durban and Cape Ports ... 10th Nov.

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Steamship	Tons	From Hongkong (about)	Destination
"CORFU"	15,000	8th Sept.	Bombay, Marseilles, & London.
"SOMALI"	7,000	15th Sept.	Bombay, Marseilles, & London.
"MANTUA"	11,000	22nd Sept.	Bombay, Marseilles, & London.
"RAWALPINDI"	17,000	29th Sept.	Bombay, Marseilles, & London.
"BANGALORE"	6,000	6th Oct.	Bombay, Marseilles, & London.
"COMORIN"	15,000	13th Oct.	Bombay, Marseilles, & London.
"RAJPUTANA"	17,000	20th Oct.	Bombay, Marseilles, & London.
"BHUTAN"	6,000	27th Oct.	Bombay, Marseilles, & London.
"CHITRAL"	15,000	3rd Nov.	Bombay, Marseilles, & London.
"BEHAR"	6,000	10th Nov.	Bombay, Marseilles, & London.
"CARTHAGE"	15,000	17th Nov.	Bombay, Marseilles, & London.
"SOUDAN"	7,000	24th Nov.	Bombay, Marseilles, & London.
"BANPUR"	17,000	1st Dec.	Bombay, Marseilles, & London.
"BANPUR"	17,000	8th Dec.	Bombay, Marseilles, & London.
"BANPUR"	17,000	15th Dec.	Bombay, Marseilles, & London.

* Cargo only. † Calls Casablanca.

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"SIRDHANA"	8,000	15th Sept.	Singapore, Penang & Calcutta.
"TAKADA"	8,000	22nd Sept.	Singapore, Penang & Calcutta.

† Calls Rangoon. * Calls Port Swettenham.

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"NEELORE"	7,000	6th Oct.	Manila, Batavia, Brisbane, Sydney, Melbourne & Hobart

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The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"BANGALORE"	8,000	5th Sept.	Shanghai, Kobe & Yokohama
"RAWALPINDI"	17,000	12th Sept.	Shanghai, Kobe & Yokohama
"TAKADA"	8,000	19th Sept.	Shanghai, Kobe & Yokohama
"COMORIN"	15,000	26th Sept.	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	3rd Oct.	Shanghai, Kobe & Yokohama
"BHUTAN"	6,000	10th Oct.	Shanghai, Kobe & Yokohama
"NEELORE"	7,000	17th Oct.	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	24th Oct.	Shanghai, Kobe & Yokohama
"SANTHA"	8,000	31st Oct.	Shanghai, Kobe & Yokohama
"BEHAR"	6,000	7th Nov.	Shanghai, Kobe & Yokohama
"CHITRAL"	15,000	14th Nov.	Shanghai, Kobe & Yokohama
"TALMA"	10,000	21st Nov.	Shanghai, Kobe & Yokohama
"SOUDAN"	7,000	28th Nov.	Shanghai, Kobe & Yokohama
"CARTHAGE"	15,000	5th Dec.	Shanghai, Kobe & Yokohama
"SIRDHANA"	8,000	12th Dec.	Shanghai, Kobe & Yokohama
"TAKADA"	8,000	19th Dec.	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All Cabins are fitted with Electric Fans or Pumps. Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Passes measuring not more than 50 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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